



United States  
**CONSUMER PRODUCT SAFETY COMMISSION**  
Washington, D.C. 20207

**MEMORANDUM**

**DATE: January 12, 2006**

**TO :** EC

**Through:** Todd A. Stevenson, Secretary, OS

**FROM :** Martha A. Kosh, OS

**SUBJECT:** All Terrain Vehicles; Advance Notice of Proposed Rulemaking; Request for Comments and Information

ATTACHED ARE COMMENTS ON THE CA 06-1

<u>COMMENT</u>	<u>DATE</u>	<u>SIGNED BY</u>	<u>AFFILIATION</u>
CA 06-1-1	10/07/05	Philip Trivilino	811 Mansion Aave. Ogdensburg, NY 13669
CA 06-1-2	10/07/05	Candy	<a href="mailto:candy2005@alltel.net">candy2005@alltel.net</a>
CA 06-1-3	10/11/05	Debbie Johnson State Senator	Senate State of Minnesota
CA 06-1-4	10/11/05	Mike Kowis Attorney	<a href="mailto:mkowis@hotmail.com">mkowis@hotmail.com</a>
CA 06-1-5	10/11/05	Randy Crane	<a href="mailto:ecrane@rochester.rr.com">ecrane@rochester.rr.com</a>
CA 06-1-6	10/11/05	Michael Phillips	<a href="mailto:motorfisher1@msn.com">motorfisher1@msn.com</a>
CA 06-1-7	10/11/05	Dave Sunderman MNDNR ATV Safety Instructor	30535 Cedar Lane Le Suer, MN 56058
CA 06-1-8	10/11/05	Brian Owens	2912 Linda Drive New Albany, IN 47152
CA 06-1-9	10/11/05	Richard Bloomdahl	<a href="mailto:rbloomda@mon-cre.net">rbloomda@mon-cre.net</a>
CA 06-1-10	10/12/05	Kevin Geiger	P.O. Box 321 North Pomfret, VT 05053
CA 06-1-11	10/13/05	Kay & Bill Stull	1224 State Highway, Pp Scott City, MO 63780
CA 06-1-12	10/14/05	B. Sachau	15 Elm Street Florham Park, NJ 07932

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CA 06-1-13	10/14/05	Steve Nedved Firefighter	<a href="mailto:nedved@nedved.org">nedved@nedved.org</a>
CA 06-1-14	10/14/05	Joyce Adams	<a href="mailto:jjadams@crosstel.net">jjadams@crosstel.net</a>
CA 06-1-15	10/15/05	Tom Wolf	202 Barclay Street Lolo Montanna, 59847
CA 06-1-16	10/20/05	Mary Serano	<a href="mailto:mjserrano@mail.baldcom.net">mjserrano@mail.baldcom.net</a>
CA 06-1-17	10/21/05	Robert Allen	P.O. Box 624 Grants Pass, OR 97528
CA 06-1-18	10/21/05	Robert Kingsnorth	2550 Old Military Road Central Point, OR 97502
CA 06-1-19	10/31/05	Dean Greenwalt	Rock Springs Ranch Apple Valley, CA
CA 06-1-20	10/31/05	Consumer	<a href="mailto:equinecat@adelphia.net">equinecat@adelphia.net</a>
CA 06-1-21	10/31/05	Steve Rouchleau	5965 Newcomb St. San Bernardino, CA 92404
CA 06-1-22	11/02/05	Keith Allen	P.O. Box 704 773 Douglas Ave. Palmer Lake, CO 80133
CA 06-1-23	11/02/05	D. Poppelreiter	<a href="mailto:ivwheller@yahoo.com">ivwheller@yahoo.com</a>
CA 06-1-24	11/04/05	T. Prendergast President, ASI Instructor	AMA/ATVA D-18 38 Shadow Creek Dr. St. Peters, MO 63376
CA 06-1-25	11/04/05	Goefrey George	<a href="mailto:geoff@gtechdesign.com">geoff@gtechdesign.com</a>
CA 06-1-26	11/04/05	Tyler Nelson	<a href="mailto:Tylern@metc.net">Tylern@metc.net</a>
CA 06-1-27	11/04/05	Michael Gregroy	<a href="mailto:4wheeler@socket.net">4wheeler@socket.net</a>
CA 06-1-28	11/05/05	Ray Advisor, ATV Traction Site Administrator	Ray Merriman Corp. 237 Allen Road Beaverfalls, PA 15010
CA 06-1-29	11/06/05	Beth Laurine	<a href="mailto:bethlaurine@raodlynx.net">bethlaurine@raodlynx.net</a>
CA 06-1-30	11/06/05	Consumer	<a href="mailto:Firefighter7102@aol.com">Firefighter7102@aol.com</a>
CA 06-1-31	11/06/05	Brian Hammons	<a href="mailto:Bhammons34@aol.com">Bhammons34@aol.com</a>
CA 06-1-32	11/07/05	Mike Elmore	<a href="mailto:fugitaboutit@verizon.net">fugitaboutit@verizon.net</a>

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CA 06-1-33	11/07/05	King Henderson	15703 Biarritz Court Moreno Valley, CA 92555
CA 06-1-34	11/08/05	Suzanne Vazquez	7990 SW 139 Terrace Palmetto Bay, FL 33158
CA 06-1-35	11/08/05	Nelli Gold	24 Paul Revere Rd. Sharon, MA 02067
CA 06-1-36	11/08/05	Mark Andrews	<a href="mailto:markandrewsmd@yahoo.com">markandrewsmd@yahoo.com</a>
CA 06-1-37	11/09/05	L. Lottenberg Assoc. Professor Of Surgery & Anesthesiology	University of Florida Division of Acute Care Surgery 1600 SW Archer Rd, RM M602 Gainesville, FL 32610
CA 06-1-38	11/09/05	Jeffrey Upperman Asst Professor Of Surgery	Children's Hospital of Pittsburgh Dept of Pediatric Surgery 3705 Fifth Ave, 4A-485 Pittsburgh, PA 15213
CA 06-1-39	11/10/05	Chris Nichols Assist. Vice President of Construction	AmREIT Construction Co. LLC, 8 Greenway Plaza Suite 1000 Houston, TX 77046
CA 06-1-40	11/10/05	Jim & Judy Rabe	1468 N Ohohio Lanai City, HI 96763
CA 06-1-41	11/10/05	Thomas Suggs	<a href="mailto:tlsuggs70@yahoo.com">tlsuggs70@yahoo.com</a>
CA 06-1-42	11/10/05	Greg McNemar	<a href="mailto:lilloveminihorse@core.com">lilloveminihorse@core.com</a>
CA 06-1-43	11/10/05	Jeff Peters	<a href="mailto:tricitydale@usamedia.tv">tricitydale@usamedia.tv</a>
CA 06-1-44	11/10/05	Angela Burden	19887 Case Rd, NE Arora, OR 97002
CA 06-1-45	11/10/05	Marli Albrecht	13768 W. 61 <sup>st</sup> St. Lane Arvada, CO 80004
CA 06-1-46	11/11/05	L. McCullough	<a href="mailto:LuvRosesXLV@aol.com">LuvRosesXLV@aol.com</a>
CA 06-1-47	11/11/05	Rob Zimmerman	<a href="mailto:Rzimmerman@oh.hra.com">Rzimmerman@oh.hra.com</a>
CA 06-1-48	11/11/05	William Arens	<a href="mailto:bill13575@hotmail.com">bill13575@hotmail.com</a>
CA 06-1-49	11/11/05	Cory Kubinak & Family	<a href="mailto:admin@koolkidzatv.com">admin@koolkidzatv.com</a>

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CA 06-1-50	11/11/05	M. Gage Ochsner MD FACS, Director Trauma Services Professor of Surgery	Mercer University School of Medicine Memorial Health University Medical Center Savannah, GA
CA 06-1-51	11/12/05	Rue Family	<a href="mailto:ruefamily7@sbcglobal.net">ruefamily7@sbcglobal.net</a>
CA 06-1-52	11/12/05	Kim Mendell	5 Fairlawn Ave. Fairhaven, MA 02719
CA 06-1-53	11/13/05	Ken Dye	<a href="mailto:dkend@pacbell.net">dkend@pacbell.net</a>
CA 06-1-54	11/14/05	Hamilton Family	44 Coleman Lane Hazard, KY 41701
CA 06-1-55	11/14/05	Rob Weis	F1407 Blueberry Rd. Edgar, WI 54426
CA 06-1-56	11/14/05	Gibson Family	<a href="mailto:gibsonracing@neo.rr.com">gibsonracing@neo.rr.com</a>
CA 06-1-57	11/14/05	Consumers (approx. 1,500)	Concerned Families
CA 06-1-57a	11/14/05	Consumers	Concerned Famillies
CA 06-1-58	11/15/05	R. Schubert	1363 Fireweed Dr. Rio Rancho, NM 87144
CA 06-1-59	11/15/05	Ruth Shults Captain	US Public Health Service Injury Center Centers for Disease Control & Prevention 4770 Buford Hwy, NE Mailstop K-63 Atlanta, GA 30341
CA 06-1-60	11/15/05	Linda Voorhis	3978 2 <sup>nd</sup> St Riverside, CA 92501
CA 06-1-61	11/15/05	Janice Bentley	Memorial Health University Medical Center Savannah, GA
CA 06-1-62	11/16/05	Brian Chapman	<a href="mailto:weathermeister@yahoo.com">weathermeister@yahoo.com</a>
CA 06-1-63	11/18/05	Kristie Potts Trauma Coord.	Holland Hospital 602 Michigan Ave. Holland, MI 49423
CA 06-1-64	11/18/05	Alta Bruce Injury Control	Indian Health Service Box 160, #1 Hospital Rd Belcourt, ND 58316

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CA 06-1-65	11/18/05	Samantha Fett	<a href="mailto:sfett@inanevs.com">sfett@inanevs.com</a>
CA 06-1-66	11/18/05	Craig Smith Cheryl Smith	<a href="mailto:craigasmith@mac.com">craigasmith@mac.com</a> Henderson, NV
CA 06-1-67	11/18/05	Brent Shipman	<a href="mailto:LuvDaRacinThrill@aol.com">LuvDaRacinThrill@aol.com</a>
CA 06-1-68	11/19/05	Michael Mantor	<a href="mailto:hinesdg@comcast.net">hinesdg@comcast.net</a>
CA 06-1-69	11/19/05	Gary Moore	<a href="mailto:gmoore@socket.net">gmoore@socket.net</a>
CA 06-1-70	11/21/05	Hope Whitehead	<a href="mailto:Qualitymotor11@aol.com">Qualitymotor11@aol.com</a>
CA 06-1-71	11/21/05	Matthew Rhea	<a href="mailto:mcrhea2@alltel.net">mcrhea2@alltel.net</a>
CA 06-1-72	11/22/05	James Pardo	41255 Cimmaron Clinton Twp. MI 48038
CA 06-1-73	11/22/05	Lisa Matthes	2153 N. Taylor Arlington, VA 22207
CA 06-1-74	11/22/05	Joy Tiz	Joshua Tree Realty
CA 06-1-75	11/22/05	Debbie Melius	<a href="mailto:MELIUSD@cajonvalley.net">MELIUSD@cajonvalley.net</a>
CA 06-1-76	11/22/05	Hank, Sandy Deven	City of Miami Beach Police Department Miami, Florida 33139
CA 06-1-77	11/24/05	Students (6)	Florida Int'l University
CA 06-1-78	11/25/05	W. Quinlivan Pastor	Blessed Sacrament Church 263 Claremont Ave. Tonawanda, NY 14223
CA 06-1-79	11/25/05	Suzanne Christ	<a href="mailto:schrist@2ki.net">schrist@2ki.net</a>
CA 06-1-80	11/26/05	Ann Sauers	<a href="mailto:atks44@webtv.net">atks44@webtv.net</a>
CA 06-1-81	11/26/05	E. Hohensee	<a href="mailto:edhohensee@aol.com">edhohensee@aol.com</a>
CA 06-1-82	11/26/05	Barbara Schaller	<a href="mailto:lschallersr@yahoo.com">lschallersr@yahoo.com</a>
CA 06-1-83	11/26/05	Marjory Morett	<a href="mailto:mjmoretta@yahoo.com">mjmoretta@yahoo.com</a>
CA 06-1-84	11/26/05	Thomas Hurley	<a href="mailto:hurleytns@msn.com">hurleytns@msn.com</a>
CA 06-1-85	11/26/05	R. Bissonette	<a href="mailto:rbissone@buffalo.edu">rbissone@buffalo.edu</a>
CA 06-1-86	11/26/05	Barbara Berger	1450 Rice Road Elma, NY 14059
CA 06-1-87	11/26/05	Barbara Rook	<a href="mailto:Barbe140@aol.com">Barbe140@aol.com</a>

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CA 06-1-88	11/27/05	K. Gajkowski	51 Brunck Rd. Lancaster, NY 14086
CA 06-1-89	11/27/05	P. Romesser Elisa Romesser	43 Laurel Drive Attica, NY 14011
CA 06-1-90	11/28/05	Lynn Leek Manager	Free Maxick & Battaglia 800 Liberty Building Buffalo, NY 14202
CA 06-1-91	12/06/05	Consumer Organizations	Nancy Cowles
CA 06-1-92	12/06/05	Tim Sherry	<a href="mailto:coppicat@comcast.net">coppicat@comcast.net</a>
CA 06-1-92a	12/06/05	Charles Sherry	<a href="mailto:coppicat@comcast.net">coppicat@comcast.net</a>
CA 06-1-93	12/06/05	Gary Crumrine	<a href="mailto:gary.crumrine@verizon.net">gary.crumrine@verizon.net</a>
CA 06-1-94	12/07/05	Rachel Weintraub Director of Product Safety & Senior Counsel	Consumer Federation of America 1620 Eye St, NW, Suite 200 Washington, DC 20006
CA 06-1-95	12/06/05	Consumer Groups	Rosemary Shahan Consumers for Auto Reliability and Safety 1303 J St, Suite 270 Sacramento, CA 95814
CA 06-1-96	12/06/05	Social Workers <b>Ltr dated 12/1</b>	Emory University School of Medicine 1405 Clifton Rd, NE Atlanta, GA 30322
CA 06-1-97	12/08/05	C. Alexander	<a href="mailto:cbcalexander@alltel.net">cbcalexander@alltel.net</a>
CA 06-1-98	12/13/05	Beverly McCall <b>Ltr dated 12/1</b>	104 Hanwell Place Depew, NY 14043
CA 06-1-99	12/08/05	J.A. Sullivan	<a href="mailto:andy-sullivan@ouhsc.edu">andy-sullivan@ouhsc.edu</a>
CA 06-1-100	12/08/05	Jason Andrews	<a href="mailto:jandrews@fairfax.k12.ca.us">jandrews@fairfax.k12.ca.us</a>
CA 06-1-101	12/08/05	Philip Berg	1690 Rush Haven Way Simi Valley, CA 93065
CA 06-1-102	12/09/05	Effie Noren	Effie Noren
CA 06-1-103	12/09/05	K. Korobey	<a href="mailto:lancerchick25@yahoo.com">lancerchick25@yahoo.com</a>
CA 06-1-104	12/09/05	C. Wennemark	110 Autumn Lane Tullahoma, TN 37388

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CA 06-1-105	12/09/05	Anthony Layton	4442 Mathews Rd. Spring Arbor, MI 49283
CA 06-1-106	12/09/05	Daniel Layton	4442 Mathews Rd. Spring Arbor, MI 49283
CA 06-1-107	12/10/05	J.C. Crouch Asst. Sales Mgr	Two Wheels, Inc. Kauai, HI
CA 06-1-108	12/11/05	Jeff Oliver	<a href="mailto:runt@hcis.net">runt@hcis.net</a>
CA 06-1-109	12/11/05	Marianne Smith	<a href="mailto:marianne@offsetprep.com">marianne@offsetprep.com</a>
CA 06-1-110	12/11/05	Renee Mirza Nick Mirza	1 Jonden Trail Orchard Park, NY 14127
CA 06-1-111	12/11/05	Jeff Rizzo	<a href="mailto:Cbrsjr96@aol.com">Cbrsjr96@aol.com</a>
CA 06-1-112	12/11/05	Joseph Bellinger	<a href="mailto:racers@twcny.rr.com">racers@twcny.rr.com</a>
CA 06-1-113	12/11/05	Susan Reynolds Exec. Director	Progressive Agriculture Foundation P.O. Box 530425 Birmingham, AL 35253
CA 06-1-114	12/12/05	Ron McCallum Jr Parts Manager	Atlantic Powersports Brick, NY
CA 06-1-115	12/12/05	M. Underberger Director	Safe Kids North Central Florida
CA 06-1-116	12/13/05	G Harry Ransom	4925 W Glenarden Dr. Las Vegas, NV 89130
CA 06-1-117	12/13/05	R. Rondeau President	Michigan All Terrain Vehicle Association P.O. Box 2448 Dearborn, MI 48123
CH 06-1-118	12/13/05	R. Kregenow Instructor in Pediatrics	Washington University St. Lous, MO 63110
CH 06-1-119	12/13/05	Mark Storks Operations Mgr.	Tecumseh Products Co.
CH 06-1-120	12/13/05	Alan Korn	Safe Kids Worldwide
CH 06-1-121	12/13/05	Thomas Yager Vice President	Specialty Vehicle Institute of America 2 Jenner St, Suite 150 Irvine, CA 92618

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CH 06-1-122	12/13/05	Janell Duncan	Consumers Union
CH 06-1-123	12/13/05	Annamarie Daley Counsel for	Arctic Cat Inc.
		Yves St Arnaud Counsel for	Bombardier Recreational Products
		Mary McConnell Counsel for	Polaris Industries Inc.
CH 06-1-124	12/13/05	Paula Yuma	<a href="mailto:Paula.Yuma@childrens.com">Paula.Yuma@childrens.com</a>
CH 06-1-125	12/10/05	Susan Reynolds Exec. Director	Progressive Agriculture Foundation P.O. Box 530425 Birmingham, AL 35253
CH 06-1-126	12/12/05	Doug Morris	843 Ellis St. Pickerington, OH 43147
CH 06-1-127	12/13/05	W. Prunella	10911 Wickshire Way Rockville, MD 20852
CH 06-1-128	11/30/05	T. Vitaglione Co Chair	NC Child Fatality Task Force 1928 Mail Service Center Raleigh, NC 27699
CH 06-1-129	12/01/05	David Mooney MD	Children's Hospital Boston 300 Longwood Ave. Boston, MS 02115
CH 06-1-130	12/01/05	James Graham MD	University of Arkansas 800 Marshall St. Slot 512-16 Little Rock, AR 72202
CH 06-1-131	12/01/05	Staff (10)	Children's Healthcare of Atlanta 1001 Johnson Ferry Rd, NE Atlanta, GA 30342
CH 06-1-132	12/02/05	Joseph Wright Medical Dir.	Children's National Medical Center 111 Michigan Ave, NW Washington, DC 20010
CH 06-1-133	12/07/05	R.Pettignano	3837 Peachtree Dunwoody Rd, NE Atlanta, GA 30342



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CH 06-1-134	11/09/05	Jim Helmkamp Director	West Virginia University Injury Control Research Center P.O. Box 9151 Morgantown, WV 26506
CH 06-1-134a	11/29/05	Jim Helmkamp	Address same as above
CH 06-1-135	11/18/05	B. Rodgers	University of Virginia P.O. Box 800709 Charlottesville, VA 22908
CH 06-1-136	12/09/05	Sharon Pahlman	Maryland Cooperative Extension US Dept of Agriculture University of Maryland College Park, MD 20742
CH 06-1-137	12/13/05	Distributors Of ATVs (8)	Willkie Farr & Gallagher 1875 K St, NW Washington, DC 20006
		Counsel for American Honda Motor Co, Inc	Michael A. Brown Brown & Gidding 3201 New Mexico Ave, NW Suite 242 Washington, DC 20016
		Counsel for American Suzuki Motor Corp.	John B. Walsh American Suzuki Motor Corporation 3251 Imperial Highway Brea, CA 92821
		Counsel for Arctic Cat Inc.	Annamarie Daley Robins, Kaplan, Miller & Ciresi LLP 2800 LaSalle Plaza 800 LaSalle Avenue Minneapolis, MN 55402
		Counsel for Bombardier Recreational Products	Yves St. Arnaud Bombardier Recreational Products 1061 Parent Street Saint-Bruno, Quebec J3V 6P1 Canada
		Counsel for Deere & Co.	Deborah J. Morrison Deere & Company One John Deere Place Moline, IL 61265

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Con't		Counsel for Kawasaki Motors Corp. USA	Michael A. Wiegard Eckert Seamans Cherin & Mellot 1250 24 <sup>th</sup> St, NW Suite 700 Washington, DC 20037
		Counsel for Polaris Industries	Mary McConnell Polaris Industries Inc. 2100 Highway 55 Medina, MN 55340
		Counsel for Yamaha Motor Corp. USA	David P. Murray Willkie Farr & Gallagher 1875 K St, NW Washington, DC 20006
CH 06-1-138	12/18/05	Robert Foglia Surgeon in Chief, Medical Director, Trauma & Burn Program	St Louis Children's Hospital Washington Univ. Physicians One Children's Place St. Louis, MO 63110
		Assoc. Professor Surgery, Washington School of Medicine Missouri State Chairman for the American College of Surgeons Committee on Trauma	
CH 06-1-139	11/27/05	Sybil Foote	11 Saybrook Pl Buffalo, NY 14209
CH 06-1-140	11/28/05	Camille Klein	<a href="mailto:kleinc@erie.gov">kleinc@erie.gov</a>
CH 06-1-141	11/28/05	Maria LaMalfa	P.O. 2005 St. James, NY 11780
CH 06-1-142	11/30/05	G. Alderson F. Alderson	112 Hilton Ave. Baltimore, MD 21228
CH 06-1-143	11/30/05	Jackie Branch Project Mgr.	Gelia Wells & Mohr 11342 Main St. Clarence, NY 14031
CH 06-1-144	11/30/05	Donna D Neyman	<a href="mailto:quad14mom@yahoo.com">quad14mom@yahoo.com</a>
CH 06-1-145	11/30/05	Tom Weber	<a href="mailto:tweber@gelia.com">tweber@gelia.com</a>
CH 06-1-146	11/30/05	S. Van Dette	<a href="mailto:Shirleyann716@aol.com">Shirleyann716@aol.com</a>

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CH 06-1-147	11/30/05	D. Shalaby	<a href="mailto:deshalaby@yahoo.com">deshalaby@yahoo.com</a>
CH 06-1-148	12/01/05	C. Punturiero	<a href="mailto:cpunturiero@gelia.com">cpunturiero@gelia.com</a>
CH 06-1-149	12/01/05	Joseph Mango	<a href="mailto:jmango@gelia.com">jmango@gelia.com</a>
CH 06-1-150	12/01/05	Karen Rushford	<a href="mailto:krushford@gelia-media.com">krushford@gelia-media.com</a>
CH 06-1-151	12/04/05	J Crinzi	<a href="mailto:Jcrinzi@aol.com">Jcrinzi@aol.com</a>
CH 06-1-152	12/05/05	Amy Wilson	<a href="mailto:ajwilson@gelia.com">ajwilson@gelia.com</a>
CH 06-1-153	12/05/05	Andrew Walters Director	ATV Watch P.O. Box 34 Fitzwilliam, NH 03447
CH 06-1-154	12/05/05	Bill Gilbert	<a href="mailto:Haynez2@aol.com">Haynez2@aol.com</a>
CH 06-1-155	12/08/05	P. Flanagan	<a href="mailto:paflanagan@verizon.net">paflanagan@verizon.net</a>
CH 06-1-156	12/08/05	W. Pomerantz Pediatrician	3333 Burnet Ave, ML 2008 Cincinnati, OH 45229
CH 06-1-157	12/08/05	Gwen McIntosh Pediatrician	600 Highland Ave. Madison, WE 53792
CH 06-1-158	12/08/05	R. Nabaweesi Pediatrician	600 N Wolfe St Harvey 302B Baltimore, MD 21287
CH 06-1-159	12/08/05	B. Markovitz Pediatrician	One Childrens Place St. Louis, MO 63110
CH 06-1-160	12/08/05	Bassam Gebara Pediatrician	3601 W 13 Nile Rd. Royal Oak, MI 48073
CH 06-1-161	12/08/05	Raj Aneja Pediatrician	Children's Hospital of Pittsburgh 3705 5 <sup>th</sup> Ave Pittsburgh, PA 15213
CH 06-1-162	12/08/05	Vikki Stefans Pediatrician	Arkansas Childrens Hospital 800 Marshall St. Little Rock, AR 72204
CH 06-1-163	12/08/05	L. Fitzmaurice Pediatrician	4301 SW Hickory Ln Blue Springs, MO 64015
CH 06-1-164	12/08/05	Mary Aitken Pediatrician	800 Marshall St. Little Rock, AR 72202
CH 06-1-165	12/13/05	ATV Riders	Pan American Body Shop

Stevenson, Todd A.

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From: Phil Trivilino [ptrivilino@stlawu.edu]  
Sent: Friday, October 07, 2005 8:26 AM  
To: Stevenson, Todd A.  
Subject: ATV ANPR

I am writing in response to the recently released information concerning the: All Terrain Vehicles; Advance Notice of Proposed Rulemaking; Request for Comments and Information. I am an ASI "ATV Safety Institute" licensed instructor and firmly believe that safety education and a "hands-on" safety class (such as the ASI RiderCourse) is a very important aspect of maintaining safety for ATVs, thus reducing the number of ATV related accidents, injuries, and deaths.

I would like to see some way that I can offer my services, "as a volunteer, if necessary," to "officially" educate ATV riders. i.e. "Offer the RiderCourse" free of charge "with a valid certificate" to any and all that wish to participate. Right now, as an "employee" of ASI, I can only train, free of charge, those individuals that qualify by the ASI's rules and guidelines; which are driven by the member manufacturers. I would like to see this valuable course made mandatory and freely (no cost) available. By "no cost", I am referring specifically to the consumer/purchaser/owner of an ATV.

I understand that it is the member organizations that are "funding", for the most part, the ASI's program; and as such, feel as though the ASI should not offer "free training" to purchasers of non-member manufacturer ATVs.

It is this "policy" that needs to be overcome, in some manner.

Thank You.

Philip Trivilino  
ASI Instructor  
315-393-3543  
phil@stlawu.edu  
811 Mansion Ave.  
Ogdensburg, NY 13669

*APV*  
*Conrad*

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**Stevenson, Todd A.**

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**From:** Candy [candy2005@alltel.net]  
**Sent:** Friday, October 07, 2005 7:33 PM  
**To:** Stevenson, Todd A.  
**Subject:** 4-wheelers



I THINK PEOPLE THAT DOES NOT HAVE A DRIVERS LICENSE AND THE PROPER ATTAR SHOULD NOT BE ALLOWED TO OPERATE 4-WHEELERS ON THE PUBLIC ROADS. SOME OF THEM DRIVE ENTIRELY TOO FAST AND NO CONSIDERATION FOR OTHERS THAT ARE DRIVING MOTOR VEHICLES. I ALSO BELIEVE THEY SHOULD BE MADE TO PAY SALES TAXES AND CITY TAXES IN ORDER TO OPERATE. SHOULD HAVE TO OBEY THE SPEED LIMIT SIGNS.

[candy2005@alltel.net](mailto:candy2005@alltel.net)

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10/11/2005

**DEBBIE JOHNSON**  
Senate District 49  
135 State Office Building  
100 Rev. Dr. Martin Luther King, Jr. Blvd.  
St. Paul, MN 55155

Phone: (651) 296-3219  
Fax: (651) 296-9441



## Senate

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### State of Minnesota

ATV ANPR  
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October 11, 2005

Office of the Secretary  
U.S. Consumer Product Safety Commission  
Washington, D.C. 20207-0001

Dear Secretary:

This letter is in response to the Commission's Advance Notice of Proposed Rulemaking (ANPR) pertaining to All Terrain Vehicles (ATVs).

As you may know, ATVs are not only important economically here in Minnesota, both Arctic Cat and Polaris are headquartered in the state, they are a way of life. They are used extensively on the farm, in the timber industry, and for various recreational purposes such as hunting and pleasure riding. Minnesota recognizes the dangers associated with ATV use and has an impressive record of safety regulations that balance safety with an individual's freedom to use these machines.

Minnesota has a comprehensive training and education program especially for young riders. In fact, youth under the age of 16 may not use an ATV with an engine capacity greater than 90cc without a safety training certificate issued by the state. Legislation passed this year provides that background checks be done on all safety instructors who teach training courses for ATV use. Also passed this year was legislation that provides all alcohol related driving offenses be transmitted to the Department of Natural Resources and anyone operating an ATV while their drivers license is suspended due to a DWI offense is guilty of a misdemeanor.

Minnesota has seen a significant increase in ATV registration, and has taken significant action to ensure the safety of its citizens who choose to use these machines. Any federal regulation of ATVs that is broad in nature such as banning use nationally by persons under the age of 16, does not take into account the unique situations of individual states. I strongly oppose any federal regulations regarding ATVs that removes the states as the primary regulatory mechanism and urge the Commission to look very closely at each state's regulatory system before you come to any conclusions on this matter.

Thank you for your time on this issue. If you have any questions, please contact my office.

Sincerely,

A handwritten signature in cursive script that reads "Debbie Johnson".

Debbie Johnson  
Minnesota State Senator

**COMMITTEES:** State and Local Government Operations, E-12 Education Budget, Taxes  
**SERVING THE CITIES OF:** Ham Lake, Andover, and Coon Rapids

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**Stevenson, Todd A.**

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**From:** Mike Kowis [mkowis@hotmail.com]  
**Sent:** Tuesday, October 11, 2005 1:41 PM  
**To:** Stevenson, Todd A.  
**Subject:** ATV ANPR

I would like to make a few comments about the ATV ANPR.

My family and I enjoy responsible ATV riding/racing activities, and we firmly support ATV TRAINING & REQUIRED HELMET USE for all ATVers. I attended ATV training (by the ATV Safety Institute) for the primary purpose of earning a \$100 incentive from Kawasaki (when I bought my 1st ATV), and am very glad I did so b/c I learned how to ride ATVs safely. I feel strongly that ALL ATV PURCHASERS and ATV USERS should be required, or at least strongly encouraged by dealerships/Sellers, to attend this safety training whenever an ATV is sold. Also, I feel strongly that Helmet use reduces the # of Serious ATV accidents and should be required, or at least strongly encouraged by dealerships/sellers, whenever an ATV is sold. These are the 2 best methods of REDUCING ATV INJURIES in my opinion.

My family and I are indifferent about the use of ATV Warning Labels placed on ATVs b/c those are known to exist mainly to protect ATV manufacturers from legal liability in the event of an accident. We do not see the warning labels as an effective means to obtain safer ATV riding.

Because of the varying environment in which ATVs are used (woods, desert, prairies, mountains, etc.), my family and I feel STRONGLY that ATV manufacturers should NOT be required to significantly modify their designs in the name of additional safety equipment (e.g., Roll Bars are a very BAD IDEA for ATVs b/c the ATVs would no longer fit underneath low hanging trees, etc. and would thereby defeat the purpose of having an off-road vehicle).

Also, my family and I feel very strongly that ADULT SIZED QUADS should not be limited in performance (e.g., speed) or size (motor size). The manufacturers should be free to sell whatever size they choose and allow the consumers the freedom of choice to purchase any and all designs on the market. If the ATV industry is forced to limit motor size or top-speed of ATVs, this would seriously harm ATV sales and usage b/c many current ATV users (including myself) enjoy organized ATV events that include racing (Cross-Country, Motorcross, Drag Racing, Mud Bogs, etc.). By limiting the top-speeds and/or performance of ATVs, ATV racing would no longer be fun.

On the other hand, I do support limiting the top-speeds of CHILD and TEEN-Sized ATVS...or at least make it an option so that parents/guardians can use this option until such time as the child/teen becomes mature and experienced enough to use the machine without such limitations.

Respectively,

Mike Kowis

ATTORNEY AT LAW

Conroe, TX

10/11/2005

ATV ANPR

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**Stevenson, Todd A.**

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**From:** Crawford, Whitney E. on behalf of Chairman Stratton  
**Sent:** Tuesday, October 11, 2005 11:38 AM  
**To:** Stevenson, Todd A.  
**Subject:** FW: ANPR on atv regulations

Whitney Crawford  
Executive Ass't to the Chairman  
U.S. Consumer Product Safety Commission  
4330 East West Hwy Bethesda, MD 20814  
Phone: 301-504-7066  
Fax: 301-504-0768  
wcrawford@cpsc.gov

-----Original Message-----

**From:** Randy Crane [mailto:ecrane@rochester.rr.com]  
**Sent:** Friday, October 07, 2005 6:53 PM  
**To:** Chairman Stratton  
**Cc:** commisionermoores@cpsc.gov; commisionernord@cpsc.gov  
**Subject:** ANPR on atv regulations

Dear Sirs and Madam,

I would like to thank you for your concern regarding all terrain vehicles and the safety issues associated with them. I am an avid atv user that started riding atv's in 1986 at the young age of 14. I would like to take this opportunity to give my opinions on some related safety issues and how I view you may be able to aid and improve the sport. Some of the common safety issues I see on a regular basis are as follows:

1) Operators riding at or over their skill level

Here I think the safety class incentives that have been available of late have really helped. Unfortunately, they only apply to purchasers of new machines. Often the classes are held a fair distance from where the user lives, and may be otherwise inconvenient to access.

2) Failure to use the proper safety gear (i.e. helmet, over the ankle boots, long sleeve shirts, pants, gloves, and eye protection.)

This is probably the most common safety issue I encounter while riding. Wearing a helmet is common sense, although there will always be those that choose not to do so. Not as obvious is the use of other safety apparel. In particular, a higher incidence in the use of atv/motorcycle specific boots would SUBSTANTIALLY reduce the number of foot and lower leg injuries.

3) Operators using atv's that are either too large or too small for them

Personally, I feel the current CPSC guidelines matching engine size to age is not the best way to regulate atv usage by minors. Just sitting in your local mall for about 15 minutes will net at least 5 examples of young teenagers way to big to safely use and fit on any of the current 90cc offerings that I am aware of. It is not uncommon to see 14, 15, and 16 year old children that are taller than and outweigh many adults. Likewise, these machines are not toys, and a child should be of a certain size and maturity to operate them. When I take my children to an amusement park, what rides they can use are determined by height. Car seat usage is more intricate, and takes into account body weight and height. Age is simply not an accurate way to match machine with child. I would prefer something that would also account for the child's physical body height and weight as well as estimated maturity by age. Take this into account, in the next few years the sale of new 2-stroke atv's will essentially cease. Due to new emissions regulations they will be replaced with more eco-friendly but less powerful 4-stroke engines. An 11 year old child can easily weigh in at 120 or 130 pounds and be over 5 feet tall. Under the current guidelines, this child would be on a 70cc or less machine. These newer 4 stroke machines just do not have the power and ability to climb any kind of a grade with that amount of weight on board. As you may

10/11/2005



well know, hillsides are one of the most dangerous obstacles while riding an atv, and not having enough power to conquer an obstacle leads to accidents. The current guidelines seem to have left the manufacturers leaving making

4) Operating atv's while under the influence of alcoholic and/or controlled substances.

ATV  
AMPN

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**Stevenson, Todd A.**

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**From:** Crawford, Whitney E. on behalf of Chairman Stratton  
**Sent:** Tuesday, October 11, 2005 11:38 AM  
**To:** Stevenson, Todd A.  
**Subject:** FW: Purposed ATV Regulation Input...

Whitney Crawford  
Executive Ass't to the Chairman  
U.S. Consumer Product Safety Commission  
4330 East West Hwy Bethesda, MD 20814  
Phone: 301-504-7066  
Fax: 301-504-0768  
wcrawford@cpsc.gov

-----Original Message-----

**From:** Michael Phillips [mailto:motorfisher1@msn.com]  
**Sent:** Friday, October 07, 2005 6:30 PM  
**To:** Chairman Stratton; Commissioner Moore; Commissioner Nord  
**Subject:** Purposed ATV Regulation Input...

Hello, Chairman Stratton and to both Commissioners Moore and Nord, Let me thank you in advance for considering my ideas concerning ATV safety, an issue that is quite important to me. I myself I'm a member of an ATV club (NCAA) in northwestern Vermont that encourage safe, responsible, ATV use on LEGAL trails. We take up an effort to convince private landowners into allowing our organization to build trails on their property. With this comes stewardship of those trails. Keeping them clean, clear and to ease, prevent or reverse any environmental impact. There is a network of these type of clubs in Vermont that revolve around a state funded organization (VASA). The funds provided by the state to the satellite organizations is minimal and there is no allowance of state or federal land for trail use. But I'm getting ahead of myself. Let me list some ideas for you to consider.

First thing I would suggest would be upon purchase state registration and insurance be mandatory for ALL ATV's regardless of size or usage. A more expensive insurance bill for a youth rider on an inappropriate machine could be a deterrent to buying the kids an oversized 'wheeler.

10/11/2005

Second thing to consider would be a Federal Helmet Law just for the simple fact that you can't even start talking safety without the implication of SAFETY EQUIPMENT.

Another recommendation would be no one under the age of 11 be allowed to operate an ATV larger than 90cc and only after the child and parent or guardian take a Safety of Operations Course. Than at the age of 11 a child could take another more advanced age appropriate

Safety Course and make these courses either free or at least affordable. Currently in Vermont the cost of a safety course is \$128.00 and there is only one person in the state certified to teach it !

And finally I would strongly encourage federal backing of state and federal land use for legal trails when either a private or state trails or ATV organization is in place. Tax incentives to private and corporate landowners to help develop safe, legal trail systems and funding to support such a system through The Dept. Of Transportation's Recreational Trails Fund that would help with required maintenance and law enforcement.

This whole scenario is reminiscent of the movement in the '60's and '70's to build snowmobile trail network through out the northern tier. Although this may have a more far reaching impact for this would be nationwide and year 'round. Thanks once again for taking this into consideration.

Mike Phillips

Burlington, Vermont

[motorfisher1@msn.com](mailto:motorfisher1@msn.com)

(802)658-6620

Member of NCAA (North Country ATV Association)

[www.ncaa-inc.com](http://www.ncaa-inc.com)

Volunteer on VASA's

(Vermont ATV Sportsmen Association)

Trail Committee

[www.vtvasa.org](http://www.vtvasa.org)

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**Stevenson, Todd A.**

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**From:** Dave Sunderman [Lone\_eagle7mm@hotmail.com]  
**Sent:** Tuesday, October 11, 2005 10:09 PM  
**To:** Stevenson, Todd A.  
**Subject:** ATV ANPR

This is in response to the public input being accepted in regards to the report on ATV accidents.

I am currently a Minnesota DNR ATV Safety Instructor. Although I find it troubling to see even one ATV accident, accidents of all types will continue to happen. Regardless of the activity that is taking place at the time of the accident. I personally don't believe that more regulations are going to be the "cure-all" for ATV's. Education on the other hand will have a more significant effect. We will continue to see people operating any motor vehicle while under the influence of drugs or alcohol. No amount of education will change the mindset of the people who ride irresponsibly.

One thing that I often see and hear of, being an instructor is, those involved in the accidents don't have any safety training from an accredited training program. People simply are not getting the necessary training to safely operate or understand the machine they are purchasing. Many people turn down the great offers by the manufacturers to take the ASI training. This concerns me. Before anyone leaves a dealership with a machine, they must take the safety training. Whether it's a dealership in-house cd-rom, or a take home cd-rom that would include a refund once the test is passed successfully and sent to ASI. Records of those who have already taken the test must be made readily available to the dealer network in order to allow the dealers to make their sales without delays.

Another issue to consider is the current size requirements for ATV's. Currently, manufacturers and the CPSC have a set of recommendations that, in my opinion, has too narrow of a focus as to who should ride what size machine. For example, my oldest son is 15 years old, stands 6' 3" and per age recommendations, can only ride a machine of 90 cc or less. Now, there is no possible way for someone of this stature to safely operate any machine with the compact dimensions of an ATV 90 cc or less. I would liken this to making people this tall ride a 12" bicycle with training wheels. The equipment in question is simply too small. Look around in your own work area. Do you have any co-workers who are around 5 feet tall and drive a large scale vehicle? Perhaps a Cadillac? Maybe a full size SUV or full size truck? Maybe you don't work with someone like this. Perhaps you know of someone like this? But in the true realization of ATV's, we do have parents who permit their children, who are simply too small or even inexperienced, to ride a mid-size machine, let alone a full size machine. The parents are the ones who should be held accountable for their actions. Not the manufacturers. Not the dealers. We, as adults, are responsible for our actions.

While making the decisions, we need to keep in mind that ATV's have become a favorite past time for families to participate in. Riding ATV's has become very popular and sales have increased dramatically in relation to the amount of accidents occurring. This is a sign that safety training is having a positive effect. We must strive to find ways to make our safety training the best that it can be. As instructors, we also continue to learn the different lifestyles and backgrounds of those who enjoy this great pastime. With this knowledge, we can work to improve our safety training programs. Whether it's our local DNR programs or the ASI training.

While reviewing the numbers of accidents, the actual circumstances that took place at the time of the accidents needs to be taken into consideration. Things such as:

10/12/2005

- 1) Was the operator under the influence of drugs and/or alcohol?
- 2) Did the operator have any form of safety training?
- 3) How much experience did the operator have?
- 4) Did the operator "fit" the machine. (Operator too small/large for the machine).
- 5) Was the operator riding within the Road-Right-of-Way?
- 6) Was the accident caused by the victim?

The above points are only a few things that we need to consider while reviewing the frequency of accidents. I must stress that out of these points, how many of these are truly the fault of the operator and not the ATV? Thus the need for more education. I believe you see my point. ATV's are no more dangerous than any other vehicle, tool, or object that you can think of. The only one component that changes this. The human component.

A computer or a book sitting on a desk is no threat until that human component picks it up and throws it at their co-worker.

OK, OK, that was meant to be leaning towards the humorous side, but serious nonetheless.

I hope you use this perspective while reviewing the reports. Out of the 6 points I listed above, all are affected only by the rider. The emphasis shouldn't lie on the common denominator in the accidents. That of course being the ATV. The operator, or human component, ultimately has control over what any motor vehicle does.

Thanks for your time,

Dave Sunderman  
MNDNR ATV Safety Instructor  
30535 Cedar Lane  
Le Sueur, MN 56058

10/12/2005

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**Stevenson, Todd A.**

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**From:** owens brian [bowens@faculty.louisvilletech.com]**Sent:** Tuesday, October 11, 2005 5:45 PM**To:** Stevenson, Todd A.**Subject:** ATV ANPR

First off, I will start by saying that I am an avid ATVer that has owned several ATV's for many years. I am only 23 years old and have been riding since I was three years old.

I started out on a now banned 3-wheeler. I was taught to respect the power it has and also how to properly ride it. I am proud to say I never once got hurt on it. My little cousins still enjoy riding it and are properly taught as to how to ride it safely.

I agree with your stand on not selling adult ATV's to kids. I now ride a Kawasaki KFX700 and I respect its power whole heartedly. Selling a quad that size to a person under sixteen could be disastrous. However, I feel sometimes that the Government and such watch-groups should let parents decide on what is right. I think some 13 year old kids are too big for a 90cc quad, therefore I think that makes the quad unsafe for them. It is kind of a double edge sword when you think of it in that context.

On to some information that was given in your ANPR. The reported emergency room visits from ATVer's was 129,500. I would like to know the number of Automobile injuries that were taken to the hospital in 2004 and how many deaths related from auto crashes. I am sure the number was higher! I know what your response to that will be that there are a higher amount of automobiles in the U.S. than there are ATV's. I agree with that, but take those 129,500 reported injuries and find out how many people did not get hurt. I know that number was higher than the number reported.

I also would ask that a little investigation goes in to the deaths of some people on the ATV's. I am sure that quite a few of the deaths from ATV's had something to do with ALCOHOL. It is illegal to drink and drive it should be illegal to drink and ride!

I believe in my mind at least that I have given points to prove that the problem is not the ATV's but rather the operator of that ATV. It should be parent's responsibility to keep track of what their children do. If they don't and their kids get hurt then those parents should not be awarded money because of their stupidity. I think we can all agree on that.

Last but not least is the issue of forcing manufacturers to effectively slow the ATV's down in what ever manner. I disagree with that all together. Certain models are meant for certain things. If you can't handle the power do not buy it. Seems pretty simple to me.

Thank you,

Brian Owens  
2912 Linda Drive  
New Albany, IN 47150

10/12/2005

Stevenson, Todd A.

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**From:** Cohn, Murray S.  
**Sent:** Tuesday, October 11, 2005 3:46 PM  
**To:** Stevenson, Todd A.  
**Subject:** Some "public comments" - do with them what you will!

10/07/2005

Name = Richard Bloomdahl  
Organization/Affiliation = Pine Hills Angus  
Address = rbloomda@mon-cre.net

Regarding ATVs. I ride one (either a Polaris Sportsman 500 or a Mule) and I use them on the farm to get my work and cow feeding done. I recognize that they could be dangerous in the hands of an idiot but I think the real problem is the parents who let their children drive these things - not the machine. I appreciate what the CPSC is trying to do and I support it. However, I hope that they will also recognize the difference between "unsafe" machinery - which I don't think most modern ATVs are and "unsafe/negligent" parents - which I think many parents maybe - I have seen prime examples of this. So what can you do if you have idiots letting their children drive machinery that the kids are not capable of handling correctly?

Thank you,  
Richard Bloomdahl  
Pine Hills Angus  
(334) 584-7986  
rbloomda@mon-cre.net

10/07/2005

Name = Richard Bloomdahl  
Organization/Affiliation = Pine Hills Angus  
Address = rbloomda@mon-cre.net

Additions to site: Regarding ATVs (ref my previous message on ATV)  
You folks make the same mistake that other similar reports do. You fail to tell the consumer what caused the injuries or deaths and how to avoid them. A bunch of numbers is not impressive to us. What we would like to know for example is: driving too fast and making too sharp of turn, attempting to climb a steep incline and rolling backwards; driving off a hidden cliff; etc. This would be helpful - not how many % deaths in a given year.

Thanks,  
Richard Bloomdahl

ATV ANPR

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**Stevenson, Todd A.**

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**From:** Kevin Geiger [kgeiger@trorc.org]  
**Sent:** Wednesday, October 12, 2005 4:17 PM  
**To:** Stevenson, Todd A.  
**Cc:** Art\_Latterell@fws.gov  
**Subject:** ATV ANPR

Office of the Secretary,

Consumer Product Safety Commission,

Washington, D.C. 20207-0001

I lost my best friend to a fatal head injury from an ATV crash in 2003. He was a very physically strong person, a firefighter, but no one can survive getting hit on the head by several hundred pounds. I am not sure if a helmet would have saved him, but he should have had one on.

Riders should be required to wear helmets and all ATVs sold should be sold with helmets if the buyer does not already own one. ATV use should also require a driver's license, which will limit the tragic deaths and injuries to youngsters under 16.

Also, the current voluntary agreements on safety training and warning should be made mandatory and cover distributors as well.

Sincerely,

Kevin W. Geiger  
PO BOX 321  
North Pomfret, VT 05053

10/13/2005



ATV  
rule

10/13/05

11

A suggestion for A.T.V.'s =

Limit A.T.V.'s<sup>10-15</sup> to farm  
use only. No resell to  
others. It will cut sales, but  
it will save lives. A life is  
more important than money.

No riding on public roads,  
which they do. If caught fine  
and impound. A.T.V. No  
riding without helmet. No  
selling to any children.

Children cannot reason  
quickly. If caught fine the  
parents. Ban the A.T.V.'s  
forever. A concerned grand-  
parent.

Kay & Bill Stull

1224 St. Henry P.R.  
Scott City, Mo.

63780

Stevenson, Todd A.

ADW

12

**From:** Information Center  
**Sent:** Monday, October 17, 2005 9:09 AM  
**To:** 'jean public'  
**Cc:** Stevenson, Todd A.  
**Subject:** public comment onf ederal register of 10/14/05 vol 70#198 pg 60031

Hello,

Thank you for contacting the U.S. Consumer Product Safety Commission (CPSC). We have forwarded your comment to our Office of the Secretary (OS). That office handles regulations and standards.

Please be advised that you may obtain CPSC publications, recalls and general safety related information via our web site at [www.cpsc.gov](http://www.cpsc.gov). Click on the "Search" icon and type in your topic. You may also file an incident report via the web site mentioned above. If you have additional inquiries, you may call our toll-free hotline at 1-800-638-2772, Monday - Friday, 8:30 am to 5:00 pm, Eastern Standard Time. Press 1 to begin and then press 3 to speak with a representative.

man

-----Original Message-----

**From:** jean public [mailto:[jeanpublic@yahoo.com](mailto:jeanpublic@yahoo.com)]  
**Sent:** Sunday, October 16, 2005 1:48 PM  
**To:** Information Center; rodney.frelinghuysen@mail.house.gov  
**Cc:** [jeanpublic@yahoo.com](mailto:jeanpublic@yahoo.com)  
**Subject:** Potential Spam: public comment onf ederal register of 10/14/05 vol 70#198 pg 60031

consumer product safety commission  
16 cfr chapter II  
all terrain vehicles

unreasonable risks of injury for children

i have read this proposal and feel that no child should be allowed to operate these pollutin, noisemaking monsters under the age of 18 years.

it is clear that these machines are dangerous for children and result in deaths many times over. it is clear that the profiteers who sell them have taken no steps to establish safe places for their customers to ride - NONE.

it is clear that these machines' manufacturers have taken no steps to stop their awful pollution. it is clear that these machines' manufacturers have taken no steps to stop the noise these machines make, which amount to noise pollution.

it is clear that these profiteers are content to let a dangerous, pollution machine on the market. i think they should be banned totally until there are restrictions on their use.

b. sachau  
15 elm st  
florham park nj 07932

Stevenson, Todd A.

ATV  
ANPR 12

**From:** jean public [jeanpublic@yahoo.com]  
**Sent:** Friday, October 14, 2005 9:55 AM  
**To:** Leland, Elizabeth W.; Stevenson, Todd A.; rodney.frelinghuysen@mail.house.gov  
**Subject:** public comment on federal register of 10/14/05 vol 70 #198 pg 60031

ATV ANPR

first of all, it is clear that if a buck can be made the profiteers will sell children's items that can kill them. that is quite clear. atvs are one of those items.

from a health standpoint, we should be getting children to hike, run, walk for their own health standards. obesity is rampant and putting a child on an atv defeats that purpose.

secondly from a health standpoint the pollution that these manufacturers refuse to clean up with these noise, and air polluting machines is intolerable. i think just from an air poisoning standpoint alone, these machines should be completely banned.

it is also clear that nobody under age 18 should EVER be allowed to operate one of these machines.

it is also clear that we need to make the manufacturers of these machines pay into a fund to establish safe places for the wackos who like to ride these machines. we need that to be made mandatory.

we cannot continue along the dangerous, killing ways we have allowed, whereby we allow profiteers and their greed to cause the deaths of children like this.

b. sachau  
15 elm st  
florham park nj 07932

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Yahoo! Music Unlimited  
Access over 1 million songs. Try it free. <http://music.yahoo.com/unlimited/>

Stevenson, Todd A.

ATV ANPR 13

**From:** Steve Nedved [nedved@nedved.org]  
**Sent:** Friday, October 14, 2005 10:26 AM  
**To:** Stevenson, Todd A.  
**Subject:** ATV ANPR

I have read through your ANPR and the 2004 report on ATV injuries and deaths. Some things that I think should be considered are: Utility vehicle vs. sport vehicle.

I am a paramedic in SD and I see a majority of our ATV deaths coming from utility vehicles being used on farms and ranches. The latest specifically from roll overs involving the use of sprayers attached to the ATV's. Shifting loads on uneven surfaces.

Training issues should not just be on use of the ATV but also the dangers of attachments and accessories on the vehicle.

I am not a proponent of regulating the American people's choice to purchase the vehicles or how and who will use them. Awareness and education is the path that needs to be followed.

Sincerely  
Steve Nedved  
Firefighter/Paramedic  
South Dakota

14

**Stevenson, Todd A.**

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**From:** Joyce Adams [jjadams@crosstel.net]  
**Sent:** Friday, October 14, 2005 8:50 PM  
**To:** Stevenson, Todd A.  
**Subject:** atv anpr

all terain vehicles should be required to have roll bar and safety belt. helmets required of all riders, no more than one person on atv. they should not be allowed for any reason on public roads or highways. i live in a town where the police officers do not enforce the laws and allows the atvs on the roads day and night. we have alot of truck traffic going through. some day!!!! if the safety measures i suggested were made i think it would improve the safety of the riders.the machine would not land with all its weight and they wouldn't be thrown and the helmet would help head injuries. there should definitely be a strict and clear cut law on the riding of these vehicles,the laws are confusing to most.

10/17/2005

**Stevenson, Todd A.**

15

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**From:** Tom Wolf [wolfpak6@msn.com]  
**Sent:** Saturday, October 15, 2005 10:21 PM  
**To:** Stevenson, Todd A.  
**Subject:** ATV ANPR

Tom Wolf  
202 Barclay St  
Lolo Montana, 59847

I have just finished reading the Consumer Product Safety Commission's report regarding ATV's. I am a member of a local ATV club. In being a member, I see many other rider's out on the trails. What I have seen is parents letting their child ride a machine that is to big for them. This is a parents problem. We do not need more laws placed on ATV use that is not already in place. The sticker's define who should ride what ATV. What is needed is ticket's issued to the parents who let this happen. No warnings, since they are already in place on the machine's. Write them a ticket with a value of \$250.00. Then don't let the bleeding heart Judge's drop the fine. This world has gotten to blame the manufactors to much. They are not rasing our kids. As parents, we are raising them and should be responsibile for them.

Fine the parents for being stupid, not the public.

Tom Wolf

10/17/2005

**Stevenson, Todd A.**

ATV ANPR  
16

**From:** Juan Serrano [mjserrano@mail.baldcom.net]  
**Sent:** Thursday, October 20, 2005 11:49 AM  
**To:** Stevenson, Todd A.  
**Subject:** ATV ANPR

My comments are in response to the article in the The Citizen - Auburn NY of October 19 in which they state the need for regulations of the ATV industry, drivers and the high resulting death and accident rates.

In short, regulations without sufficient "teeth", enforcement personnel, and tools such as surveillance cameras, is ludicrous and a waste of time.

What you need are

- 1) Trails maintained and owned by State or local government NOT private trails that pit neighbor against neighbor in small communities.
- 2) Regulations which make the parent responsible (financially and legally) for all occasions in which children are operating vehicles of this nature).
- 3) Regulations that absolve the land owner from legal obligations resulting from other person's (parent's) bad judgments when trespassing on property and resulting injuries caused by their own actions.
- 4) Larger TAGS on machines so that riders can be identified racing across our fields and woods.
- 4) Strict enforcement and punishment of those who do not obey the regulations set forth.

As property owners,

What we have seen are irresponsible persons, who believe they have the license to use private property for their "play ground" and being said "No" to by barriers, signs and fencing, ( they NEVER ASK permission ) results in property destruction, and riding in areas not meant for this type of activity in the first place.

When we have sought help in preventing riders from entering our property, the onus is placed back on us. This is what we get.

We didn't post properly, we didn't identify WHO broke down our fences, barriers, rode through our fields.

We can't put up fences, because if a rider hurt himself on our property, who will be sued. We're only two officers and we have to cover an entire county, what do you want us to do? I could go on.

To re-state: REGULATIONS are nice, but ENFORCEMENT and the TOOLS needed to do the enforcing are more critical.

Mary Serano  
Moravia, NY

ATV AN/PR

Oct. 21, 2003

Grants Pass, OR.

123 A.H.3

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ATV AN/PR

I would like to express my support for government regulations regarding the use of A.T.V. by anyone under age 16. In fact I believe we need regulations including license fees for all A.T.V. and motorcycles. I hike many miles daily in the mountains here in Oregon and also in the Mohave desert where we winter. I have seen children I would guess not over eight years old riding machines at high speed and posing a danger to themselves and to anyone they encounter on the roads or trails. Sometimes they seem to want to show off their riding ability by seeing how close



they can come to hikers or horsemen trying to get off the trail. Many times I find the adults back at the trail-head with no idea where or what the young riders are doing. If one does have a confrontation with them they seem to be of the opinion that they can do as they please. Most of the places where I encounter them are places where they are not supposed to be riding. Enforcing regulations in the field would be difficult because they do not have any identification on their vehicles.

Thank you for considering input from a seventy-six year old grayer.

Robert G. Allen



Robert G. Allen  
PO Box 624  
Grants Pass, OR 97528

ATV ANPR  
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~~Stevenson, Todd A.~~

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**From:** RCKingsnorth@aol.com  
**Sent:** Friday, October 21, 2005 1:57 PM  
**To:** Stevenson, Todd A.  
**Subject:** ATV ANPR

I am against any motorized off highway vehicles on public lands, so....

How can you make OHV less invasive?

How to limit noise?

How to reduce damage to soils and vegetation?

How to reduce the transfer of invasive vegetation/seeds?

How to reduce the trash left behind by the riders?

How to keep the riders off private lands and posted "no trespassing" areas?

How to prevent the invasion of OHV that drives away hikers, campers, equestrians, mountain bikers, etc.?

How to teach OHV riders about respect for other people and respect for the environment?

Robert Kingsnorth  
2550 Old Military Road  
Central Point, OR 97502

10/21/2005

*AN  
mnpa*

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**Stevenson, Todd A.**

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**From:** Greenwalt [rocksprings@earthlink.net]  
**Sent:** Monday, October 31, 2005 8:17 PM  
**To:** Stevenson, Todd A.  
**Subject:** Plea for OHV safety legislation

Dear Sirs:

For 25 years, I have owned 600 acre Rock Springs Ranch south of Apple Valley, CA. (Recreational use of public land surrounding my ranch includes OHV trails.) During that time, the non-supervised use of OHV's by minor children has escalated dramatically. The horsepower of these vehicles has also increased. Irresponsible riding has resulting in several local children's deaths, multiple injuries and extensive damage to both public and private lands. Parents avoid taking responsibility. Children inspired by professional racers feel invulnerable, but lack the skill to avoid serious injury. Others simply blunder into the path of larger motor vehicles.

Legislation is imperative to stop the carnage. Please support the public's plea to take these powerful motor vehicles out of the hands of children.

Dean W. Greenwalt  
 Rock Springs Ranch  
 Apple Valley, CA

11/3/2005

ATV  
Ampr

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**Stevenson, Todd A.**

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**From:** Linda and animals [equinecat@adelphia.net]**Sent:** Monday, October 31, 2005 11:40 AM**To:** Stevenson, Todd A.**Subject:** dangers of Atv"s

**I live in a rural neighborhood and many people ride ATV's and dirt bikes, sometimes very young children. They ride through our neighborhood on paved roads, even before and after dark. Most times there are no adults or parents anywhere watching or monitoring their driving. They roar and race down public streets and roads. They race through streets and up and over paved streets and hills pass "blind spots", where roads are traveled by frequent cars. Most of the time you can not even see them to you are up on them.**

**This happens daily and we are close to town.**

**Despite the horrific noise they cause, they are an extreme road hazard. Many do not even have helmets or other safety gear on. If we try to call the CHP or sherrif; nothing is done and they usually do not even come out, that is if you can even reach them by phone.**

**Every once in awhile they cause an accident and sometimes some one dies, or severely injured. I do not think they should be allowed on any road surface, and should be at least 16 years old to operate one. Children do not have the maturity to drive.**

**They should only be allowed in designated parks designed for off road toys; where there are rules to ride by, and age limits. Also away from residential neighborhood due to noise pollution which is horrendous, which also damages the kids hearing, for life.**

10/31/2005

ATV  
MPA  
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October 31, 2005

To the Consumer Product Safety Commission,  
From: Steve Rouchleau  
5965 Newcomb St.  
San Bernardino, Ca. 92404

I'm writing in regards to development of new safety standards for A.T.V.'s.

It is my experience as a responsible adult, who has been an off roader with his family for many years, that it doesn't matter how far you go to regulate A.T.V.'s or anything else for that matter, that there will still be plenty of idiots and knuckleheads that won't follow the rules anyhow.

With more and more people riding A.T.V.'s, and ever declining areas to ride them, it would appear that many of us are breaking the law on paper. But we are just riding in the same place we've been going for decades.

The current recommendations for engine size and rider age might sound good, but it would be unsafe to put my 12 year old son on a quad so small as his knees would hit the handle bars. The current market of A.T.V.'s seems to range very small and very big with nothing in the middle. When Junior outgrows his 90cc, it seems the next size up offered is an adult size 200cc. The engine size can be tamed through gearing, but the overall size of the machine is the problem for the smaller adolescent rider. When Dad feels that Junior is ready, a sprocket change can make Junior happy, and be easy on Dad's wallet.

You must keep in mind the cost effectiveness of buying a quad that your child will outgrow in a short time frame. I've found the throttle governor to be quite effective on our 90cc with small children. They don't understand shifting when they start riding. Put the quad in first gear, with the throttle governed way down, show them how to use the brake, and keep a constant eye on them. It is the adult's job to supervise and teach the child rider. If this isn't done, it doesn't matter if your child is on a 49cc or a 500cc. Common sense goes along way.

My recommendations would be to give the parents the tools and incentives to teach their children safety, such as the rider education centers, pamphlets at purchase of the quad etc.

Focus less on the age of the rider and more on size, weight and experience. A 9 year old will be more inclined to take the training course offered if she were allowed to ride her 90cc quad at the education center. At this time, she can't.

At purchase of an A.T.V. for a child or an adolescent, dealers should be required to throw a helmet in as part of the package. With China entering the A.T.V. market with quads and motorcycles as much as 50% cheaper as the Japanese and American rides, a lot of people are entering the sport who otherwise would have thought it too expensive. Thus the extra expense of a helmet may be overlooked.

The flag required by all vehicles at the dunes should be required at all times, for all children 14 and younger, regardless of the riding area. This keeps them easier to see, and easier to find should they stall out behind a bush.

Most off road vehicles sold today have keys. If this is not currently a regulation, it should be. If the keys are locked away while the quads aren't being used, it becomes unlikely for accidents or mishaps to happen when <sup>they</sup> aren't around.

Thankyou for your time, Steve Rouchleau, C.O.R.V.A. Member

Stevenson, Todd A.

AKJ  
mwr

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**From:** Keith Allen [keith\_allen53@yahoo.com]  
**Sent:** Wednesday, November 02, 2005 6:20 PM  
**To:** Stevenson, Todd A.  
**Subject:** Comments On ATVs - the four wheeled kind

Dear CPSC,

I'm not sure this is the right place to comment – there were about a thousand e-mail addresses on the contacts page and not one of the descriptions accurately matched what I was looking for - you may want to clean-up your site to make it more visitor friendly and intuitive.

Anyway, as an avid motorcyclist and member of the AMA, I would like to comment on the safety of ATVs - especially where it concerns kids.

These machines are incredibly dangerous vehicles and I think kids under 16 should be banned from operating these machines. I personally have witnessed many accidents and downright scary driving of these machines by grown-ups and kids. Grown-ups are subject to the Darwin principle because they should know better but kids are often permitted 'to run wild' on these machines by their parents because their parents think they're safe. Nothing could be further from the truth. Most kids/people do not wear helmets or adequate eye, hand, leg, foot protection (and its the parents fault). It's tragic to see a young teenager scarred for life because an ATV rolled and crushed and/or burned their leg etc.

Because they are so easy to operate and intuitive, the vehicles can be operated without any supervision or advice from friends in the know. In motorcycle lexicon we would say there is not a culture of responsibility surrounding ATVs.

As a responsible motorcyclist and recreationist I would encourage you to:

Make helmets mandatory for all ATV operators and passengers.  
Forbid the operation of ATVs by minors under the age of 16.  
Require a ATV safety course/registration to be completed.

Please keep me informed of your decisions regarding ATVs.

Sincerely,

Keith Allen  
PO Box 704  
773 Douglas Ave.  
Palmer Lake, CO 80133

11/3/2005

Stevenson, Todd A.

ATV ANPR

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**From:** Douglas Poppelreiter [ivwheeler@yahoo.com]  
**Sent:** Wednesday, November 02, 2005 12:22 AM  
**To:** Stevenson, Todd A.  
**Subject:** ATV safety

Dear Commissioners,

I am a volunteer with the California Association of Four Wheel Drive Clubs (CA4WDC). I work closely with recreation specialists on the Lassen and Plumas National Forests in Northern California. While I am not a ATV owner, yet, I do work with those at the forests offices that have to be trained to ride the forest ATVs.

During discussions with some of the employees ATV safety comes up. The employees and I are appalled at the lack of understanding among ATV users regarding safety issues. More laws will not make those users more responsible. It will however make there wary of forest employees and MAY cause more harm to both the riding public and forest employees as those inconsiderate riders continue to break the laws.

We have seen that some speed limit laws throughout the US have helped save some lives we continue to feel the need for safer vehicles because even with enclosed vehicles we have a great deal of lack of respect for all vehicle laws, whether it be speeding, seat belt, alcohol consumption, use of cell phones, and I could go on.

I was in a meeting on Oct 29Th of delegates of CA4WDC clubs and we were informed that the 14 year old son of the editor of out magazine had been injured in an ATV accident. We were not given particulars. We were given information that the mother would allow her son to ride the ATV again. Very possibly the son was doing something 'illegal', or more likely something more fun while riding. I suggested mom allow the son to drive the family Jeep as it has seat belts.

While considering buying a ATV I certainly think about safety. I would be riding on some very extreme trails, places I may not take my well set-up Jeep. I sincerely believe there are enough safety laws regarding ATV use in California now. More laws just make more outlaws as some folks don't get the picture.

Thanking you in advance for reading my comments.

Sincerely,

Douglas Poppelreiter, Volunteer, CA4WDC

ATV  
ANPR

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**Stevenson, Todd A.**

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**From:** Tom Prendergast [tprender@hotmail.com]  
**Sent:** Friday, November 04, 2005 8:26 AM  
**To:** Stevenson, Todd A.  
**Subject:** ATV ANPR

Dear Sir,

I would like to say a few things about the decision that you are about to make on atv's. What needs to be done is to set up a training program to educate the people that own atvs. So many of these people have bought them and know nothing about how they operate. Most people when they buy a car have taken a drivers education class when they were younger. Also, something needs to be done with the ages from 12-15. When the rules were written back in the 80's there were not any midsized atv's being made. Now there are being made and they are safer for a child to ride than the smaller 90cc atv that they are supposed to ride. I do agree that some children should not be allowed on full size atvs. Maybe you should use the 3 in inseam rule when standing on the atv as a starting point.

If you want to ban the sale of all full sized atv that can be ridden by a youth under 16. Think about what would happen if you wanted to ban the sale of all sport cars to any person under the age of 21. What you are proposing is about the same. What reality needs to be done is to educate the person that is using the atv.

Tom Prendergast  
AMA/ATVA D-18 President  
ASI Instructor  
38 Shadow Creek Dr  
St. Peters, Mo 63376

11/4/2005



ATV  
KNP

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**Stevenson, Todd A.**

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**From:** Geoffrey G. George [geoff@gtechdesign.com]**Sent:** Friday, November 04, 2005 12:08 PM**To:** Stevenson, Todd A.**Subject:** ATV safety

Thank you for taking the time to read this.

As a person who has ridden ATV's for over 15 years I believe there is no safer vehicle out there. The ATV's do not cause the problem. It is the lack of good judgment that courses the problem and for you are anyone to regulate the sales of anything because people can be stupid is stupid in its self. Its a good thing that people should take a training course but out side of that there is no need for a ban on ANY ATV's .

Thank you

Geoff George

11/4/2005

ATV ANPR

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**Stevenson, Todd A.**

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**From:** TYLER NELSON [tylern@metc.net]  
**Sent:** Friday, November 04, 2005 12:18 PM  
**To:** Stevenson, Todd A.  
**Subject:** ATV ANPR

YOU HAVE GOT TO BE KIDDING ME. BAN ATV'S? IF SOMEBODY GETS HURT ON AN ATV WHY IS THAT THE ATV'S FAULT. HOW ABOUT IF YOU WRECK YOUR CAR I'LL TAKE YOUR CAR AWAY. DOES THAT SOUND FAIR? YOU PEOPLE NEED REAL JOBS. I KNOW PEOPLE GET KILLED ON ATVS. PEOPLE ALSO GET KILLED SKIING, JOGGING, AND MANY OTHER SUPPOSED SAFE HOBBIES. YOU NEED TO STICK TO MAKING SURE KIDS TOYS AND PAJAMAS ARE SAFE AND STAY THE HECK AWAY FROM MY FRIGGIN ATV. I HOPE SOMEBODY TRIES TO TAKE AWAY YOUR FAVORITE THING TO DO.

11/4/2005

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ANON  
27

Stevenson, Todd A.

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**From:** Michael Gregory [4wheeler@socket.net]  
**Sent:** Friday, November 04, 2005 9:07 PM  
**To:** Stevenson, Todd A.  
**Subject:** atv's comments

I am for kids 12 to 15 old being able to ride up to 250cc 4stroke. And that everyone be require to take a rider education course.

I also believe it parents responsibility to watch and education their kids on the wright and wrong way to use atv.

11/7/2005

Stevenson, Todd A.

ATV  
ANPR 28

**From:** webecampin [webecampin@netzero.net]  
**Sent:** Saturday, November 05, 2005 10:49 AM  
**To:** Leland, Elizabeth W.; Stevenson, Todd A.  
**Cc:** Larry Merritt; Brian Mills  
**Subject:** ATV-ANPR

Hello

I believe the Accident and Death rate numbers that you are submitting on ATV's are not telling the whole story, I am curious as to why you do not post other accidents that involve hosp. stays or worse Death. you are falsely leading people to believe that ATV's are more dangerous than skate boards, inline skating, bathtub falls, automobile accidents, football injuries, and the list goes on. ATV Riding is a wholesome family leisure past time that with alot of families these are there only means of enjoying family time together, sure there are a few parents out there that do things stupid by buying a vehicle such as this and turning there children loose on them with no training, the keyword here is "training"!! I don't see any difference here when turning a 16 year old and in some States it's a 15 year old loose on our highways that have had a few months of training with a 4000# killing machine! Look how many children we bury every year by automobiles I see no one banning these, lets be realistic and look at the whole picture I have been riding ATV's since they 1st came around and was riding minibikes and go carts before that I'm 53 years old and still walking and all of my children ride ATV's I have had more serious accidents in Auto's. Like I said the key words here are "SAFETY TRAINING and PROTECTIVE APPAREL" not banning age groups!! this will do nothing but hurt the average family that takes the precautions to protect there children!! Thank you Ray Merriman Corp. Advisor ATV Traction Site Administrator 237 Allen road Beaverfalls, PA. 15010  
ph 724-847-3940  
webecampin@netzero.net  
We promote Safety and support the tread lightly program

ATV  
m/pa 29**Stevenson, Todd A.**

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**From:** Beth Laurine [bethlaurine@roadlynx.net]**Sent:** Sunday, November 06, 2005 8:19 PM**To:** Stevenson, Todd A.**Subject:** ATVA SAFETY

To whom it may concern: I have 2 daughters who started riding quads at the ages of 3 and 5. My husband and I never let them ride alone or not equipped with the right equipment, even riding in the yard. They loved riding the quads so much that they decided at ages 5 and 7 that they wanted to try racing them, again with STRONG parental guidance, and researching safety equipments (riding outfits, boots, helmets, gloves etc) and also knowing the ability of the young children supported them. Today both of them ages 12 and 14 and still riding and are now National Riders. This sport is family oriented, every weekend they are with us either at a National race which we spent days getting to or just to a local race. Safety is a big issue, but most of the accidents you hear about or read about are because of a parent putting a child on too big of a quad, too fast of quad, not the right equipment or not with proper supervision. I am a Level 1 trauma/emergency room nurse and I can tell you most of the accidents that we get are from people not educated, parents who did not supervise or the older one it usually involves ETOH. Any sport, you are at the risk of getting hurt, but don't take away from the majority of the ones that do follow the rules. Motorcycles are just as dangerous and I see more of these accidents than ATV's, and I believe the new static's are the they are selling 4 ATV's for every 1 motorcycle at the present time and I don't see them trying to band motorcycles. In fact with a motorcycle you are not even required to wear a helmet!!!! You need to see just one trauma patient that comes in after being in an accident without wearing a helmet, maybe that law would have never been passed! Both my daughters are on a National Race Team and we are looking for extra safety equipment not even required for them to wear (the entire team.) So please don't lump a few bad with the many good out there!!! And the ultimate responsibility is with the parent, make the parent accountable. Just as if you child get hold of a hand gun the parent leaves laying around and something happens the parent is charged, maybe if the parent is held more accountable they will be more responsible with their child and the safety of putting them on the right quad. Thank you! Beth Laurine  
please feel free to e-mail back! And I invite you to any race to observe that safety is truly a concern and inforced at all races or even in my back yard!

11/7/2005

ATV  
ANPR  
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Stevenson, Todd A.

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**From:** Firefighter7102@aol.com  
**Sent:** Sunday, November 06, 2005 8:43 PM  
**To:** Stevenson, Todd A.  
**Subject:** ATV ANPR

I don't think there is much risk with ATV's it's who's riding it.

11/7/2005



Stevenson, Todd A.

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**From:** Bhammons34@aol.com  
**Sent:** Sunday, November 06, 2005 11:46 PM  
**To:** Stevenson, Todd A.  
**Cc:** Bhammons34@aol.com  
**Subject:** ATV ANPR

**ATV ANPR**

I am writing in to comment on the upcoming meeting of The federal Consumer Production Safety Commission. I have been riding my whole life and I am now 26 years old. I see things everytime I ride that discuss me. Please take the ATV Safety very seriously as I know you will. I can completely agree with not allowing a child under the age of 16 to be able to operate say a TRX 450R or a YFZ 450 but I can see them being able to operate a TRX 300ex or a 250cc ATV. I have seen 13,14, and even 15 year olds over 6 feet tall. They cannot be expect to ride a 90cc quad. I say fine the Parents of these children.

Also my main concern is Helmets and the Law. MAKE IT A LAW AND IN-FORCE IT! I believe that a Helmet should be sold to each person who buys an ATV. If the ATV holds two persons then the ATV should be sold with two Helmets. They should be DOT approved and included in the dealers price of the ATV. Please Consider this.

Please feel free to visit the most safety conscious ATV Club in KY! Bluegrass ATV Club

[www.bluegrassatvclub.com](http://www.bluegrassatvclub.com)

Thanks for your time and consideration,  
Brian Hammons

11/7/2005

**Stevenson, Todd A.**

*AWAR 40V*

*32*

**From:** fugitaboutit@verizon.net  
**Sent:** Monday, November 07, 2005 4:35 PM  
**To:** Stevenson, Todd A.  
**Subject:** ATV Safety

To CPSC,

I am writing to you in response to a recent article in my local paper (Press Enterprise - Riverside County). I understand what the commission's job is and I appreciate it for the most part. I am 40 years old, a parent, and a police officer (20 years) and have been riding off-road since I was 12 years old. I first learned to ride on a Suzuki 250 cc dirt bike. I could hardly reach the ground with my tip toes and didn't wear a helmet at first. Looking back, it was stupid to even attempt to ride a bike of that size. Not because of my age, but because of my physical size and inexperience. Luckily for me I never got anything more serious than a few bumps and bruises.

I think there is way to much emphasis placed on a simple age limit to determine what atv is best for whom. This doesn't take into account the physical size of some kids, nor does it take into account the skill level of some kids. I whole heartedly agree with training requirements for anyone that is going to take up the sport of ATV riding. My 17 year old son and I took it together about a year and a half ago. This was when I decided to get the family involved in the sport. We both loved the training and he gained some valuable experience and knowledge.

My two younger sons were both bought 50cc atv's, since they were just under the age (11 & 9) range for a 90cc. I was fine with this at first since they were both inexperienced. It took them both about 6 months to master the 50cc. They are safe riders and follow the common sense rules that I give them as a parent. My two younger sons are big for their ages now (12 & 10). They were unable to keep up on trail rides that the family would go on, and they both have 90cc atv's now. They were driving machines that were very underpowered for their sizes. They both reached the point where their knees were hitting the handle bars on the bikes. But, they were both under the magical age of "12", so they shouldn't have been riding anything bigger than a 50cc. Where is the safety aspect in this? I would hope that this simple age restriction is revisited by the commission. In the instance above, I think the age restriction actually adds to safety problems. Some of the questions I would like to pose to the commission.

- 1) Is it safe to have kids riding an atv that they are too big for?
- 2) Is it safe to have kids knees hitting the handle bars?
- 3) Is it safe to have them riding machines that are underpowered for their size?
- 4) Is it safe to have bigger kids riding small bikes, making them top heavy, and easier to turn over?
- 5) Is it safe for kids to ride atv's without headlights/daytime running lights and tail lights? I have two 90cc atv's with them and they make a dramatic difference for being seen by other riders.
- 6) Is it safe that atv's are allowed to leave a dealership without a safety flag attached? Are the manufacturers, who are making a killing off of a multi billion dollar industry, really that cheap that they can't attach a \$10 safety flag to an atv?
- 7) Why is it not mandatory for the manufacturer to provide a DOT helmet with each sale of an atv?
- 8) Why are these things not mandatory for the manufacturers? At least this way the manufacturer, and your commission, would know that they have provided the minimum amount of safety equipment (lighting, helmet, flag) for their supposedly valued customer and product.



9) Why are the manufacturers not mandated to provide training to their customers within the first three months of the purchase? Why is it that the manufacturers are just allowed to sell their product and not have any other responsibility after the sale? As a point of reference for you on this, I have attempted (3 different times) to get my younger sons in for training. I have never gotten a call back from the training center. I have taught them everything that I learned in the class, from the handbook that I kept from the class, and from my experience. Why is it so difficult to get the training for my younger kids, but no problem at all for myself and my oldest son?

The manufacturers are making an obscene amount of profit from the products that they sell. They should have some responsibility in the training of the customer, and that means actually having the space and availability to complete the training. Not just say that they will provide it. I think that training is the single biggest thing that your agency can do to assure that riders have the skills needed to operate these machines. There isn't enough training available for the younger riders. Maybe there is a way that your agency can see to it that there are enough certified training centers around, so that people who actually want the training can actually get the training. This to me is more important than restricting ages. Maybe your agency could remind the manufacturers about what happened when the three wheelers were banned because of safety issues. Maybe this would prompt some action on the part of the manufacturers, other than running and laughing all the way to the bank with all the profit they make from this industry.

The biggest hurdle of all is the parents. If they aren't willing to take safety seriously, than nothing your agency does will help. If your agency would spend more time on safety training and awareness, and less on age restrictions, I think this would help. You know, in order to get a hunting license in most states, a person has to first take a hunter safety course. Maybe people who are buying atv's/motorcycles should have to take the safety course first and have a database for those who have passed. This would include children who are going to ride. That way dealers would have access to a central database to see if the parent and/or child has passed a certified training course. Your agency, manufacturers, consumers, parents, watchdogs, and whoever else, would be able to know that everything was done right. If parents lapse in judgement from that point on, then it is on them. Just my two cents for what it is worth.

This is a great sport and a great pass time. My wife, children, and I absolutely love atving as a family activity. In this day and age it is difficult, at best, to get an entire family to have interest in the same thing and to actually want to spend time together and enjoy each others company. Riding four wheelers is something that we all love to do and we all look forward to going out as a family and riding. Thanks for your time.

Respectfully,  
Mike Elmore  
Temecula, California

**Stevenson, Todd A.**

ANPR  
ATV

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**From:** KING HENDERSON [sub634@verizon.net]  
**Sent:** Monday, November 07, 2005 10:58 PM  
**To:** Stevenson, Todd A.  
**Subject:** ATV safety review

I am writing to express my concern about an ATV safety review.

I am 63 years old and own a Yamaha Banshee. I retired three years ago as a business manager at a university and possess an M.B.A. My grandson, whom we are raising, will be 17 in December rides a Yamaha YFZ 450. We have been riding for about 5 years (my grandson started with a Suzuki LT160 and I started with a Yamaha Blaster). We both took safety training from a local Honda facility.

Back in the mid 1980s I owned and rode a Honda ATC.

Any review of safety and accidents has to be done with sound statistical data about the cause of the accidents resulting in injuries or deaths.

Many injuries or deaths are caused by failure to observe "smart practice", not by vehicle design or operability.

Failures to observe smart practice include, but are not limited to:

- 1.. Riding double
- 2.. Riding in locations other than off-road, especially streets or roadways.
- 3.. Riding while under the influence (whether alcohol or hard drugs/marijuana).
- 4.. Parents allowing small children to ride adult quads.
- 5.. Riding without a helmet.
- 6.. Riding at night without lights
- 7.. Riding in unsafe terrain
- 8.. Riding too fast
- 9.. Not paying close attention to surroundings

The list above is not about an unsafe vehicle, it's about human failure to use good judgment.

Every day people are injured or killed while riding bicycles, rock climbing, water skiing, jogging, playing organized sports, skating, skate boarding, riding horses, etc., etc. Living an active life leads to possible injury or death. Sad, but true.

At different times, both my grandson and I have had accidents on our vehicles. They were due to operator error, plain and simple. Fortunately, our injuries were sore muscles and wounded pride, although we could have been seriously injured, possibly killed. We haven't been deterred, just made more aware of our failures in judgment.

Riding has been a great bonding tool for us and a source of many hours of fun together. I honestly believe my grandson's riding amply prepared him with skill and confidence toward getting his driver's license. Handling the quad was good experience in adjusting speed, braking, and handling, even though the vehicles are vastly different in size, power, and controls.

Please insure that a sound and intelligent study is done before any decisions are contemplated.

I honestly believe the real driving force behind criticisms about ATVs (or even dirt bikes) is environmentalism. Some folks won't be content until

there are either no areas left to ride, or the quads/bikes will be regulated out of existence. By the way, I practice respecting the environment when I ride and camp. I educate my grandson to that end as well. There are also thousands of families across the U.S. that do the same.

Thank you.  
King Henderson  
15703 Biarritz Court  
Moreno Valley, CA 92555  
951/924-3698

WV/AMW  
34

*Suzanne Brown Vazquez*  
7990 SW 139 Terrace  
Palmetto Bay, Florida 33158  
305.479.5699

November 8, 2005

Office of the Secretary  
U.S. Consumer Product Safety Commission  
Washington, DC 20207

Re: ANPR for ATVs

Dear Secretary Stevenson:

On September 19, 2004, a dear friend of mine tragically lost her 8 year-old son when an All Terrain Vehicle (ATV) he was riding flipped over and crushed him. Her son's name was Timothy Daniel Padgett, Jr. and it is in his name that I implore you to ensure that the CPSC does what it can to prevent any further loss of life. Parents need to be aware of the dangers that ATV's present. I know if Daniel's parents had known the danger ATV's pose to children, Daniel would be with us today.

The ATV industry's self-regulating approach to safety is clearly not working. They advertise machines that weigh an average of 550 pounds and travel over 70 miles per hour as "family fun" and claim that voluntary fine print in ads and warning labels does enough to protect our children.

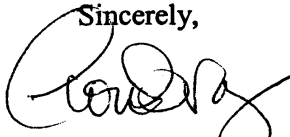
The ATV industry's voluntary safety guidelines have clearly failed, especially with respect to children and ATV use by children is taking a terrible toll on American families. Thousands of unsuspecting American children under the age of 16 have died in ATV crashes. Over 3,300 children are killed or seriously injured PER MONTH on ATVs. The CPSC reported that 154,700 children under the age of 16 were seriously injured on ATV's between 2001 and 2004. Quire simply, children lack the strength, coordination, maturity and judgment to operate these machines in a safe manner. The American Academy of Pediatricians has confirmed that "[t]he safe use of ATVs requires the same or greater skill, judgment, and experience as needed to operate an automobile." is a preventable national tragedy which demands immediate action.

I urge the CPSC to fulfill its responsibility to protect public health and safety with strong and effective rulemaking. Specifically, I recommend the commission take following steps to reduce the incidence of ATV deaths and injuries suffered by a largely unaware and unsuspecting public:

1. **Prohibit**, to the fullest extent of the CPSC's jurisdiction, the sale or rental of adult-sized ATVs for use by anyone under 16 years of age, applying such prohibition to ALL ATV dealers, manufacturers, and rental agencies operating in the U.S.

2. **Require** mandatory disclosure of death and injury statistics regarding ATV's, especially as related to children under the age of 16, to any prospective buyer or renter **IN ADVANCE** of the purchase or rental of an ATV. Disclosure should be done orally and in writing in a very straightforward and conspicuous manner. The dealer or rental agency should be required to secure a signature from the purchaser or renter on a disclosure document and maintain a copy for compliance testing. There should be serious penalties for failure to comply with the mandatory disclosure requirement.
3. **Require** an industry-funded national campaign to raise public awareness of the death and injury risks and of the prohibition of children under age 16 riding adult-sized ATV's. Additionally, make mandatory that all print, broadcast and internet-based sales and marketing materials **from manufacturers, dealers, rental agencies and trade associations** include disclosure of the safety risks, especially emphasizing the extreme risks to children under the age of 16. The material should explicitly disclose the risks associated with ATV use and should be conspicuous, clearly written, and with the font size and bolding comparable to all other language included in the ad copy.
4. **Reject** any proposal that would permit children to operate any ATV larger than 90 cc's. The use by children of any vehicle that is larger, heavier or faster than what is currently defined as an "adult-sized" ATV would be a step backward and put our children at an even greater risk of death and injury.

Thank you for the opportunity to comment and provide suggestions regarding this important matter. I hope that you will take these comments to heart and act accordingly. Our children need you

Sincerely,  
  
Suzanne Brown Vazquez

35  
ATV man

~~Stevenson, Todd A.~~

---

From: Esther Gold [ecgold@yahoo.com]  
Sent: Tuesday, November 08, 2005 4:02 PM  
To: Stevenson, Todd A.

November 8th, 2005

Office of the Secretary

U.S. Consumer Product Safety Commission

Washington, DC 20207

Regarding: ANPR for ATVs

Dear Secretary Stevenson:

The ATV industry's voluntary safety guidelines have clearly failed, especially in respect to children. The CPSC reports 154,700 children under 16 years old seriously injured on ATV's between 2001 and 2004. Children lack the strength, coordination, maturity and judgment to operate these machines in a safe manner. "The safe use of ATVs requires the same or greater skill, judgment, and experience as needed to operate an automobile." (American Academy of Pediatricians) Over 3,300 children killed or seriously injured PER MONTH is a preventable national tragedy which demands immediate action.

I urge the CPSC to fulfill its responsibility to protect public health and safety with strong and effective rulemaking. Specifically, I recommend the commission take following steps to reduce the incidence of ATV deaths and injuries suffered by a largely unaware and unsuspecting public:

Prohibit, to the fullest extent of the CPSC's jurisdiction, the sale or rental of adult-sized ATVs for use by anyone under 16 years of age by ALL ATV dealers, manufacturers, and rental agencies operating in the U.S.

Require mandatory disclosure of death and injury statistics regarding ATV's, especially as related to children under the age of 16, to any prospective buyer or renter IN ADVANCE of the purchase or rental of an ATV. Disclosure should be done orally and in writing in a very straightforward and conspicuous manner. The dealer or rental agency should be required to secure a signature from the purchaser or renter on a disclosure document and maintain a copy for compliance testing. There should be serious penalties for failure to comply with the mandatory disclosure requirement. Require an industry-funded national campaign to raise public awareness of the death and injury risks and of the prohibition of children under age 16 riding adult-sized ATV's. Additionally, make mandatory that all print, broadcast and internet-based sales and marketing materials from manufacturers, dealers, rental agencies and trade associations include disclosure of the safety risks, especially emphasizing the extreme risks to children under the age of 16. The material should explicitly disclose the risks associated with ATV use and should be conspicuous,

clearly written, and with the font size and bolding comparable to all other language included in the ad copy.

We urge CPSC to reject any proposal that would permit children to operate any ATV larger than 90 cc's. The use by children of any vehicle that is larger, heavier or faster than what is currently defined as an "adult-sized" ATV would be a step backward and put our children at an even greater risk of death and injury.

Thank you for the opportunity to comment and provide suggestions regarding this important matter.

Respectfully,

Nelli Gold  
24 Paul Revere Rd,  
Sharon, MA 02067

---

Start your day with Yahoo! - Make it your home page!  
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AN  
36  
Stevenson, Todd A.

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**From:** Mark Andrews [markandrewsmd@yahoo.com]  
**Sent:** Tuesday, November 08, 2005 11:58 AM  
**To:** Stevenson, Todd A.  
**Subject:** re: Proposed Rule-making regarding ATV's

To whom it may concern,

This email is in regards to the use of ATV's by children under the age of 16.

ATV's(all-terrain-vehicles) are a cross between a motorcycle and an automobile, and are thus potentially dangerous machines. The safe operation of an ATV requires training and good judgment.

Children under the age of 16 seldom possess the skills AND good judgment required to operate powerful machines. Please note the reluctance of state motor vehicle departments across the country to issue automobile/motorcycle driver's licenses to children under the age of 16(although some rural states do issue driver's licenses to 15 year old children). Also note the the Federal Aviation Administration will not issue a pilot's license to anyone under the age of 16, regardless of demonstrated ability and/or knowledge.

An ATV is not an inherently dangerous vehicle, consider a collision from an ATV travelling in excess of 55 mph. The energy that would be transferred from the ATV to another vehicle, property, or a human being is sufficient to destroy any of these.

I firmly believe that no one should operate an ATV without a license and that the license should only be issued after the operator has demonstrated ability and knowledge to a state motor vehicle department.

Mark A. Andrews, MD  
Stanley, ND

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11/8/2005





ATV  
ANPR

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GENERAL SURGERY

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Shands Hospital at the University of Florida  
P.O. Box 100286  
Gainesville, FL 32610

Kevin E. Behrns, MD  
Professor and Chief  
General Surgery

THE DIVISION OF ACUTE  
CARE SURGERY  
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352-273-5683 (fax)

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Lawrence Lottenberg, MD  
David W. Mozingo, MD, Chief  
Karen J. Perrin, ARNP  
Dennis R. Pollard, PAC  
Mary E. Showstark, PAC

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Steven H. Hochwald, MD, Chief  
Stephen B. Vogel, MD  
Eleanor Curran, PA-C  
Kimberly K. Vaughn, ARNP

THE WOODWARD DIVISION  
OF GI SURGERY  
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Juan C. Cendan, MD  
Michael P. Hocking, MD  
W. Robert Rout, MD  
Ashley Foss, PA-C  
Sarah Mutschlecner, ARNP

November 9, 2005

Office of the Secretary  
U.S. Consumer Product Safety Commission  
Washington, DC 20207

Regarding: ANPR for ATVs

Dear Secretary Stevenson:

The ATV industry's voluntary safety guidelines have clearly failed, especially in respect to children. The CPSC reports 154,700 children under 16 years old seriously injured on ATV's between 2001 and 2004. Children lack the strength, coordination, maturity and judgment to operate these machines in a safe manner. "The safe use of ATVs requires the same or greater skill, judgment, and experience as needed to operate an automobile." (American Academy of Pediatricians) Over 3,300 children killed or seriously injured PER MONTH is a preventable national tragedy which demands immediate action.

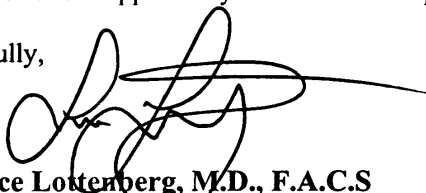
I urge the CPSC to fulfill its responsibility to protect public health and safety with strong and effective rulemaking. Specifically, I recommend the commission take following steps to reduce the incidence of ATV deaths and injuries suffered by a largely unaware and unsuspecting public:

1. Prohibit, to the fullest extent of the CPSC's jurisdiction, the sale or rental of adult-sized ATVs for use by anyone under 16 years of age by ALL ATV dealers, manufacturers, and rental agencies operating in the U.S.
2. Require mandatory disclosure of death and injury statistics regarding ATV's, especially as related to children under the age of 16, to any prospective buyer or renter IN ADVANCE of the purchase or rental of an ATV. Disclosure should be done orally and in writing in a very straightforward and conspicuous manner. The dealer or rental agency should be required to secure a signature from the purchaser or renter on a disclosure document and maintain a copy for compliance testing. There should be serious penalties for failure to comply with the mandatory disclosure requirement.

3. Require an industry-funded national campaign to raise public awareness of the death and injury risks and of the prohibition of children under age 16 riding adult-sized ATV's. Additionally, make mandatory that all print, broadcast and internet-based sales and marketing materials from manufacturers, dealers, rental agencies and trade associations include disclosure of the safety risks, especially emphasizing the extreme risks to children under the age of 16. The material should explicitly disclose the risks associated with ATV use and should be conspicuous, clearly written, and with the font size and bolding comparable to all other language included in the ad copy.
4. We urge CPSC to reject any proposal that would permit children to operate any ATV larger than 90 cc's. The use by children of any vehicle that is larger, heavier or faster than what is currently defined as an "adult-sized" ATV would be a step backward and put our children at an even greater risk of death and injury.

Thank you for the opportunity to comment and provide suggestions regarding this important matter.

Respectfully,



**Lawrence Lottenberg, M.D., F.A.C.S**  
Associate Professor of Surgery and Anesthesiology  
Director of Trauma Surgery  
Division of Acute Care Surgery  
1600 SW Archer Road - RM M602  
Gainesville, FL 32610

November 9, 2005

Office of the Secretary  
U.S. Consumer Product Safety Commission  
Washington, DC 20207

Re: ANPR for ATVs

Dear Secretary Stevenson:

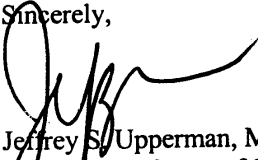
The ATV industry's voluntary safety guidelines have clearly failed, especially in respect to children. At Children's Hospital of Pittsburgh, we admit 50 to 60 children every year who are seriously injured in ATV-related crashes. Some of these patients face significant, life-altering injuries that require frequent operations and rehabilitation. I am sure our experience is not unique among pediatric trauma centers. The CPSC reports that 154,700 children under age 16 were seriously injured on ATVs between 2001 and 2004. Children lack the strength, coordination, maturity and judgment to operate these machines in a safe manner. "The safe use of ATVs requires the same or greater skill, judgment, and experience as needed to operate an automobile," (American Academy of Pediatrics). More than 3,300 children killed or seriously injured on ATVs **PER MONTH** is a preventable national tragedy that demands immediate action.

I urge the CPSC to fulfill its responsibility to protect the public health and safety with strong, effective rulemaking. Specifically, I recommend the commission take the following steps to reduce the incidence of ATV deaths and injuries suffered by a largely unaware and unsuspecting public:

1. Prohibit, to the fullest extent of the CPSC's jurisdiction, the sale or rental of adult-sized ATVs for use by anyone under 16 years of age by ALL ATV dealers, manufacturers and rental agencies operating in the United States.
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4. I urge the CPSC to reject any proposal that would permit children to operate any ATV larger than 90 ccs. The use by children of any vehicle that is larger, heavier or faster than what is currently defined as an "adult-sized" ATV would be a step backward and put our children at an even greater risk of death and injury.

Thank you for the opportunity to comment and provide suggestions regarding this important matter.

Sincerely,

A handwritten signature in black ink, appearing to read 'J. Upperman', written over the printed name.

Jeffrey S. Upperman, MD  
Assistant Professor of Surgery  
Children's Hospital of Pittsburgh  
Department of Pediatric Surgery  
3705 Fifth Avenue, 4A-485  
Pittsburgh, PA 15213  
(412) 692-7282 office  
(412) 692-8299 fax  
email: [uppejs@chp.edu](mailto:uppejs@chp.edu)

ATV ANPR  
39

**Stevenson, Todd A.**

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**From:** Chris Nichols [cnichols@amreit.com]  
**Sent:** Thursday, November 10, 2005 12:44 PM  
**To:** Stevenson, Todd A.  
**Subject:** ATV ANPR

To Whom it May Concern,

I would like to voice my opinion about the upcoming discussions about ATVs and limitations proposed to be put against them. I have 4 kids that my wife and I have introduced to ATVs. Ages range from 4 to 8 and it has been one of the most fun things we do as a family. Two of them race motocross on their own quads and have continued to have an accident free career. We took the time to teach them how to ride properly and to wear the correct safety equipment from the beginning. To this date, we have had zero injuries in our family as a result of ATV accidents. To summarize, don't take away a great family past time and a sport that thousands of kids are very passionate about due to the incompetence of some parents.

Sincerely,

**Chris Nichols**  
*Assistant Vice President of Construction*  
AmREIT Construction Company, LLC  
8 Greenway Plaza, Ste 1000  
Houston, TX 77046  
(713) 860-4966 Direct  
(713) 850-0498 Fax  
[www.amreit.com](http://www.amreit.com)

11/10/2005

ATV Acc 40

Stevenson, Todd A.

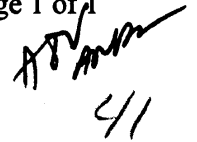
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**From:** Judy Rabe [jrabe50@yahoo.com]  
**Sent:** Thursday, November 10, 2005 3:24 PM  
**To:** Stevenson, Todd A.  
**Subject:** All Terrain Vehicle

Having lost our 10 year old Nephew to a ATV accident, I would vote for now child under 16 should be allowed to drive or ride on ATV. It seems that there is not enough publicity on these accident to trigger a response from the general public. Further I would like to leave it up to parents to monitor this disaster but parents are too concerned about giving their children the things that they did not have as a child. The result is they are killing their children. Make the law that will require the kids to be 16 to ride on AT V's. They can't smoke until they are 18 so let them not drive at the same time.  
Jim & Judy Rabe  
1468 N Ohohio  
Lanai City, HI 96763

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<http://mail.yahoo.com>



**Stevenson, Todd A.**

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**From:** Thomas Suggs [tlsuggs70@yahoo.com]  
**Sent:** Thursday, November 10, 2005 4:25 PM  
**To:** Stevenson, Todd A.  
**Subject:** ATV ANPR

I would like to comment on the proposed restriction of sales of atvs to children. My 16 yr old nephew has been riding since he was about twelve and racing since 14. He to this day is not allowed to ride without supervision. Size and skill level should be the factors for the size machine a kid rides, be it bicycle, dirt bike or atv. It is always a tragedy when a child is injured. But more often than not it is the parents lack of common sense that causes these accidents. But ultimately it should be the parents decision for his or her child whether the child gets on an atv, bike, horse, or sets foot on a football field or anyother sport. Please dont let people with hidden agendas take the rights of parents away.

Thank You. Thomas Lance Suggs

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11/14/2005

ATV  
answer

42

**Stevenson, Todd A.**

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**From:** NANCY MCNEMAR [lilloveminihorse@core.com]**Sent:** Thursday, November 10, 2005 8:57 PM**To:** Stevenson, Todd A.

My name is Greg McNemar, I am employed at an ATV repair shop / performance shop. I am taking the time to write you because I feel you are taking the wrong steps to try and solve the problems with ATV accidents. Actually there are no problems because the only fault is the operator themselves. Whenever you purchase a new atv from a dealer they PAY YOU \$100.00 to take a safety course. Thats right it is not a misprint. I have purchased (3) three new atv's in the past four years and was offered this option every time. As far as youth atv's are concerned I think the power output is plenty, however i strongly feel that the chassis size is far to small for a teenager. Remember that every youth ATV has the option of throttle limitation, and no headlights so you are not implicating night riding. Actually it is not an option it is REQUIRED!!! I am just touching base here on a few things. I feel you are wasting your time with all of this and should focus your efforts (bother) elsewhere.

Thank You  
Greg McNemar

11/14/2005



ATV  
43

Stevenson, Todd A.

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**From:** Jeff Peters [tricitydale@usamedia.tv]  
**Sent:** Thursday, November 10, 2005 11:13 PM  
**To:** Stevenson, Todd A.  
**Subject:** ATV ANPR

I strongly oppose any ban on the sale of ATV's to any particular age group. I feel the CPSC's goals should be to promote safety, not ban things. ATV's do not cause people to get in accidents. ATV producers do not cause people to get in accidents. The people that are riding the machines are the ones that cause the accidents. It is a parents responsibility to supervise their children. I can not understand why parents let their kids ride full size machines, double, with no protective gear, not even a helmet. Banning the sale of full-size ATV's for the use of children under 16 is not going to solve the problem.

There are plenty of kids under the age of 16 that are physically and mentally capable of riding full size machines. **In fact, the CPSC should be encouraging ATV manufacturers to produce ATV's that are age appropriate.** Right now there are not any smaller sized machines for children ages 12 to 16. The manufacturers should be encouraged to produce 125cc to 250cc four stroke machines that are sized proportionately for this age group. 90cc and 50cc machines are just too small and inadequate for the them. That is why they are riding larger machines. **Parents should be held responsible for their children's safety, not ATV manufacturers, or the CPSC.**

Thank you,

Jeff Peters  
ATV rider/racer and parent of a 5 year old ATV rider.

**Stevenson, Todd A.**

**From:** angela [ctr46968@centurytel.net]  
**Sent:** Thursday, November 10, 2005 5:06 PM  
**To:** Stevenson, Todd A.  
**Subject:** Re: Concerned Families for ATV Safety

November 10, 2005 Angela Burden 19887 Case Rd NE, Aurora, Or 97002

— Original Message —

**From:** Carolyn Anderson  
**To:** jenp199@hotmail.com  
**Sent:** Monday, November 07, 2005 6:18 PM  
**Subject:** Concerned Families for ATV Safety

The children of our nation need your help.

Dear friend, colleague, concerned parent:

ATV (All Terrain Vehicle) use by children is taking a terrible toll on American families. Thousands of unsuspecting American children under the age of 16 have died in ATV crashes. The United States Consumer Product Safety Commission reports 154,700 children seriously injured on ATV's between 2001 and 2004. Over 3,300 children killed or seriously injured PER MONTH on ATV's is a preventable national tragedy.

The ATV industry's self-regulating approach to safety is not working. They advertise machines that weigh an average of 550 pounds and travel over 70 miles per hour as "family fun" and claim that voluntary fine print in ads and warning labels does enough to protect our children.

Here's how you can help. From now until December 5, 2005 the United States Consumer Product Safety Commission is accepting public comment on the issue of ATV safety. At the end of that period the commission will decide whether to act. Concerned Families for ATV Safety is a national organization working to reduce the number of children killed and injured by ATVs. We have proposed several key steps the commission can take that will make a difference.

Attached you will find a draft letter urging the commission to consider our proposals and take action to protect America's children. Please read the letter, we hope you will sign and send a copy to the Consumer Product Safety Commission at the address provided. We encourage you to add your personal comments.

We are absolutely certain that children should not drive ATV's, the number of deaths and injuries to children show what ATV's do to young bodies. The truth is "The safe use of ATVs requires the same or greater skill, judgment, and experience as needed to operate an automobile." (American Academy of Pediatricians)

1. If you email the letter, send it to [cpsc-os@cpsc.gov](mailto:cpsc-os@cpsc.gov)
2. If you fax the letter, the number is 301-504-0127
3. If you send the letter regular mail, that address at the top of the letter is the correct mailing address

11/14/2005

Don't forget to put the appropriate date at the top of the letter and put your name and address at the bottom. Also, the deadline for getting this into the CPSC is December 5<sup>th</sup>. So please do it as soon as you can.

Thank you in the name of our children,

Concerned Families for ATV Safety  
56 Oneida Ave  
Brockton, Massachusetts 02301  
For more information visit our website:  
[www.atvsafetynet.org](http://www.atvsafetynet.org)

ATV ANPA 45

**Stevenson, Todd A.**

**From:** Marli Albrecht [marli.albrecht@msn.com]  
**Sent:** Thursday, November 10, 2005 12:09 AM  
**To:** Stevenson, Todd A.  
**Subject:** Fw: Concerned Families for ATV Safety

----- Original Message -----

**From:** Carolyn Anderson  
**To:** jenp199@hotmail.com  
**Sent:** Monday, November 07, 2005 8:18 PM  
**Subject:** Concerned Families for ATV Safety

The children of our nation need your help.

Dear friend, colleague, concerned parent:

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We are absolutely certain that children should not drive ATV's, the number of deaths and injuries to children show what ATV's do to young bodies. The truth is "The safe use of ATVs requires the same or greater skill, judgment, and experience as needed to operate an automobile." (American Academy of Pediatricians)

1. If you email the letter, send it to [cpsc-os@cpsc.gov](mailto:cpsc-os@cpsc.gov) Marli Albrecht 13768 W. 61st Lane,,Arvada,Co 80004

1. If you fax the letter, the number is 301-504-0127

11/10/2005

2. If you send the letter regular mail, that address at the top of the letter is the correct mailing address

Don't forget to put the appropriate date at the top of the letter and put your name and address at the bottom. Also, the deadline for getting this into the CPSC is December 5<sup>th</sup>. So please do it as soon as you can.

Thank you in the name of our children,

Concerned Families for ATV Safety  
56 Oneida Ave  
Brockton, Massachusetts 02301  
For more information visit our website: [www.atvsafetynet.org](http://www.atvsafetynet.org)

ATV  
46

**Stevenson, Todd A.**

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**From:** LuvsRosesXLV@aol.com  
**Sent:** Friday, November 11, 2005 1:35 AM  
**To:** Stevenson, Todd A.  
**Subject:** Potential Spam: ATV's

This is a message urging you to take the appropriate steps to save our children, grandchildren, nieces, nephews, and our other young family members.

My family lost a three year old on an ATV. You can not image the toll it has taken on his mother, grandmother, and many others. My eyes well up with tears just thinking about Murphy's death. I can barely stand the pain I feel. It is intolerable to see the pain in his mother's eyes, or that of his grandmother (my sister). Too many children have died. Murphy Nichols should not have died. He should not have been taken from us so soon, so horrifically. Please help save other children from harm and death. Please save other family's from this pain. I look forward to the day I will have grandchildren, please make this a safer world for them.

In all sincerity,  
Linda McCullough, RN, BSN  
Murphy Andrew Nichols' great aunt

11/14/2005



11/14/2005

ATV ANPR  
47

Stevenson, Todd A.

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From: RZimmerman@oh.hra.com  
Sent: Friday, November 11, 2005 7:54 AM  
To: Stevenson, Todd A.  
Subject: ATV ANPR

To whom it may concern,

I am strongly opposed to any restrictions on the sales of ATVs for use by kids. I was 8 years old when I started riding & that was on an 200cc three wheeler (Big Red). I never had any injuries related to riding that vehicle. The reason is because I had proper training from my parents. There is training that is offered by the ATV Safety Institute of America whenever a new ATV is purchased. That training is very good for all riders.

Some kids grow very quickly so an age related to an engine cc size is completely ignorant. The size of the person should determine what size of ATV they should ride. A rider who's knees hit the handlebars is not safe & makes the ATV harder to ride. So that person should be allowed to ride a larger ATV so that they fit it properly.

Thank you for your time,

Rob Zimmerman

\*\*\*\*\*

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ATV min  
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**Stevenson, Todd A.**

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**From:** Bill Arens [bill3575@hotmail.com]  
**Sent:** Friday, November 11, 2005 9:40 AM  
**To:** Stevenson, Todd A.  
**Subject:** "ATV ANPR."

To Whom it may concern,

I am writing to let you know how strongly I feel about the safety of ATVs and that I am opposed to any bans regarding the sale of ATVs, including any bans relating the the sale of ATVs for kids. I have been riding ATVs since 1986 and have enjoyed many, many hours of riding along with various members of my family of all ages. I have never incurred any serious injuries whatsoever from riding an ATV. My nephews ride now, and they have enjoyed many safe hours of riding as well. I believe responsible parenting is the answer to safe riding for kids, not bans on the sale of ATVs for kids. ATV riding is a family sport and the fact is, it is up to the parents to choose which ATV (or bicycle, etc.) their kids should ride.

Banning the sale of adult sized ATVs for children under 16 years of age is not appropriate. Most kids age 12 or older are practically the size of adults and some are even larger than their parents by their early teens, so this proposed ban does not make sense. Almost every 16 year old kid is far too big for a child sized ATV. How many 4' tall 16 year olds are there these days? Parents need to instill responsibility in their kids and make the appropriate decision as to what ATVs they should ride. Please do not try to make this desision for them because one rule does is not appropriate for all families. I will always enjoy ATV riding and I hope if I have kids someday that I will be able to enjoy it with them and make my own decisions about which ATVs they should ride. Thank you very much for your time.

Sincerely,

William Arens  
Boulder, Colorado

Stevenson, Todd A.

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**From:** Kool Kidz ATV, LLC [admin@koolkidzatv.com]  
**Sent:** Friday, November 11, 2005 10:51 AM  
**To:** Stevenson, Todd A.  
**Subject:** ATV ANPR

To Whom it may Concern,

I am writing due to our concern for your upcoming decision on ATV Safety. Please take into consideration the effect this decision will have on the thousands and thousands of families that have and ride ATV's responsibly.

ATV Safety is like any other thing in life, if your not careful you could be injured or worse. My kids have been riding and racing for years and have had only a few minor injuries while riding ATV's. I am an involved and concerned parent as is my wife. We monitor and teach our kids the fundamentals of ATV safety, riding precautions and protective gear. In comparison, we do the same while they are riding their scooters and skateboards. Regardless of our efforts they have sustained more severe and with more frequency, injuries with these devices. It's all a matter of life. I do not want to see a child become injured but it does happen.

ATV's are greatly enjoyed my many families from all walks of life. Comparing sheer numbers, youth injuries to the amount of ATV's is not that alarming of a percentage. Although, anything that could help reduce it would be beneficial. By preventing the use or sale of full sized ATV's to children you would not solve this issue. Its the parents that are the problem and those same parents will allow their children to ride a full-sized ATV anyway.

Education and training of these parents would be the most beneficial. Teaching and showing them the detrimental impact they could have avoided. We are one of the many thousands of families that enjoy, respect and flourish as a family through the use of ATV's. Any questions please contact me.

Sincerely,

Cory Kubinak and family (Karen, Cody, Kevin and Carsyn).

11/14/2005

ATV mmm  
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Stevenson, Todd A.

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**From:** M. Gage Ochsner [OchsnMG1@memorialhealth.com]  
**Sent:** Friday, November 11, 2005 1:36 PM  
**To:** Stevenson, Todd A.  
**Subject:** All Terrain Vehicles



All Terrain Vehicle  
Injuries (...)

To whom it may concern:

I am the Director of a Level I trauma center in southeastern Georgia. With a large surrounding rural area we treat a large number of patients injured on ATV's every year. We have presented our review of these injuries at the Southeastern Surgical Congress and the manuscript has been submitted for publication. I have attached our abstract. These vehicles are extremely fangerous. We found them to be as dangerous as motorcycles. More women and children are injured on ATV's and have a higher incidence of head injuries. The number of patients injured on these vehicles is increasing and we clearly need an injury prevention strategy. If I can be of further assistance, I would be glad to help, including testifying as to the significant health risks associated with the current legislation addressing the use of ATV's.

Sincerely,

M. Gage Ochsner, MD FACS  
Director Trauma Services  
Professor of Surgery Mercer University School of Medicine Memorial Health University  
Medical Center Savannah, GA

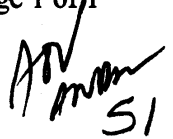
**All Terrain Vehicle Injuries: Are They Dangerous? A Six Year Experience at a Level I Trauma Center Following Expiration of Industry Regulations**  
Fonseca, A.H., Ochsner, M.G.

**Introduction/Purpose:** All Terrain Vehicles (ATVs) have experienced a dramatic increase in sales since their introduction. Parallel to this rise in popularity was an increase in injuries resulting in industry regulation by the U.S. Consumer Products Safety Commission in 1988. This expired and was not renewed in 1998. The purpose of this study was to determine the number and severity of ATV related injuries since expiration of regulatory measures. We also wished to see if there was a difference in injury severity when comparing ATV crashes to a vehicle generally recognized as dangerous, the motorcycle.

**Methods:** Trauma registry review from 1/1998 through 12/ 2003 of all ATV or MC injured admitted to a rural Level I Trauma Center. The independent variables studied were: age, gender, mortality, Injury Severity Score (ISS), helmet use, and injury distribution. These results were compared to published data from our institution from 1/1988 through 6/1998. Statistical analysis used was chi square test.

**Results:** There were 284 MC and 187 ATV crash patients. Significant differences between ATVC and MCC were: a higher proportion of pediatric (age < 16) and female patients ( $p < .001$  and  $p < .01$ , respectively), a decrease in helmet use (9.1% vs. 66.2%,  $p < .001$ ), and increased closed head injuries (CHI) (51.9% vs. 42.3%,  $p < .05$ ). ISS and mortality were similar. There has also been a sharp increase in the number of ATV patients since 1998. The average number of patients from 1988-1998 was 6.9/yr compared to 31.2/yr. between 1998-2003 with equal or higher ISS.

**Conclusion:** Since the expiration of regulatory measures, there has been a dramatic and progressive increase in the number of ATV crashes. ATVs are as dangerous as MCs with patients sustaining similar ISS and mortality. There are a significantly higher number of children and women injured on ATVs. The lower rate of helmet use in ATVs may account for the significantly greater incidence of CHI. These data point to the need for injury prevention efforts through increased public awareness and new legislation.

Handwritten signature and initials, possibly "J. Rue" and "SI".

**Stevenson, Todd A.**

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**From:** James Rue [ruefamily7@sbcglobal.net]  
**Sent:** Saturday, November 12, 2005 12:20 AM  
**To:** Stevenson, Todd A.  
**Subject:** ATV\_ANPR\_Opn

Hello Safety Counsel

Don't stop the sales, instead have dealers provide more education & referral. I live in the San Diego, Ca. area. My experience is that dealers don't encourage individuals to learn the rules. California, as you know requires a certificate. May be the dealer should require a certificate from the adult that is purchasing the ATV. Does a car dealer sell and allow an individual to drive off with a car without a drivers license? I have been watching the news and it seems that most injuries are a result of lack of training/education. I have six grandchildren, all of them ride quads. Also would this include the two wheel dirt bikes? It should.

Thank you  
James

11/14/2005

NOV 12 2005  
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Stevenson, Todd A.

From: kim mendell [kmendell@yahoo.com]  
Sent: Saturday, November 12, 2005 12:22 PM  
To: Stevenson, Todd A.  
Subject: atv safety

The children of our nation need your help.

Dear friend, colleague, concerned parent:

ATV (All Terrain Vehicle) use by children is taking a terrible toll on American families. Thousands of unsuspecting American children under the age of 16 have died in ATV crashes. The United States Consumer Product Safety Commission reports 154,700 children seriously injured on ATV's between 2001 and 2004. Over 3,300 children killed or seriously injured PER MONTH on ATV's is a preventable national tragedy.

The ATV industry's self-regulating approach to safety is not working. They advertise machines that weigh an average of 550 pounds and travel over 70 miles per hour as "family fun" and claim that voluntary fine print in ads and warning labels does enough to protect our children.

Here's how you can help. From now until December 5, 2005 the United States Consumer Product Safety Commission is accepting public comment on the issue of ATV safety. At the end of that period the commission will decide whether to act. Concerned Families for ATV Safety is a national organization working to reduce the number of children killed and injured by ATVs. We have proposed several key steps the commission can take that will make a difference.

Attached you will find a draft letter urging the commission to consider our proposals and take action to protect America's children. Please read the letter, we hope you will sign and send a copy to the Consumer Product Safety Commission at the address provided. We encourage you to add your personal comments.

We are absolutely certain that children should not drive ATV's, the number of deaths and injuries to children show what ATV's do to young bodies. The truth is "The safe use of ATVs requires the same or greater skill, judgment, and experience as needed to operate an automobile." (American Academy of Pediatricians)

Sincerely,  
kim mendell  
5 fairlawn ave

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Start your day with Yahoo! - Make it your home page!  
<http://www.yahoo.com/r/hs>



**Stevenson, Todd A.**

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**From:** kim mendell [kmendell@yahoo.com]  
**Sent:** Saturday, November 12, 2005 12:25 PM  
**To:** Stevenson, Todd A.  
**Subject:** Potential Spam: atv safety

11/12/05

Office of the Secretary  
U.S. Consumer Product Safety Commission  
Washington, DC 20207

Regarding: ANPR for ATVs

Dear Secretary Stevenson:

The ATV industry's voluntary safety guidelines have clearly failed, especially in respect to children. The CPSC reports 154,700 children under 16 years old seriously injured on ATV's between 2001 and 2004. Children lack the strength, coordination, maturity and judgment to operate these machines in a safe manner. "The safe use of ATVs requires the same or greater skill, judgment, and experience as needed to operate an automobile." (American Academy of Pediatricians) Over 3,300 children killed or seriously injured PER MONTH is a preventable national tragedy which demands immediate action.

I urge the CPSC to fulfill its responsibility to protect public health and safety with strong and effective rulemaking. Specifically, I recommend the commission take following steps to reduce the incidence of ATV deaths and injuries suffered by a largely unaware and unsuspecting public:

1. Prohibit, to the fullest extent of the CPSC's jurisdiction, the sale or rental of adult-sized ATVs for use by anyone under 16 years of age by ALL ATV dealers, manufacturers, and rental agencies operating in the U.S.
2. Require mandatory disclosure of death and injury statistics regarding ATV's, especially as related to children under the age of 16, to any prospective buyer or renter IN ADVANCE of the purchase or rental of an ATV. Disclosure should be done orally and in writing in a very straightforward and conspicuous manner. The dealer or rental agency should be required to secure a signature from the purchaser or renter on a disclosure document and maintain a copy for compliance testing. There should be serious penalties for failure to comply with the mandatory disclosure requirement.
3. Require an industry-funded national campaign to raise public awareness of the death and injury risks and of the prohibition of children under age 16 riding adult-sized ATV's. Additionally, make mandatory that all print, broadcast and internet-based sales and marketing materials from manufacturers, dealers, rental agencies and trade associations include disclosure of the safety risks, especially emphasizing the extreme risks to children under the age of 16.  
The material should explicitly disclose the risks



associated with ATV use and should be conspicuous, clearly written, and with the font size and bolding comparable to all other language included in the ad copy.

4. We urge CPSC to reject any proposal that would permit children to operate any ATV larger than 90 cc's. The use by children of any vehicle that is larger, heavier or faster than what is currently defined as an "adult-sized" ATV would be a step backward and put our children at an even greater risk of death and injury.

Thank you for the opportunity to comment and provide suggestions regarding this important matter.

Respectfully,

kim mendell  
5 fairlawn ave  
fairhaven, MA 02719

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Yahoo! Mail - PC Magazine Editors' Choice 2005  
<http://mail.yahoo.com>

AN Amz  
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**Stevenson, Todd A.**

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**From:** Ken Dye [dkend@pacbell.net]  
**Sent:** Sunday, November 13, 2005 10:13 PM  
**To:** Stevenson, Todd A.  
**Subject:** Rules for children riding ATVs.

To whom it may concern:

Please do not put in a blanket ban of any kind regarding atv riding. We just bought a 125cc atv for our 13 year old. He is big for his age and the size of this quad is correct. We can adjust the throttle to prevent the ATV from going too fast. There is no way that we can buy three different ATVs as he grows up. I believe that a unsupervised child on a large atv is dangerous. I also know that a large 15 year old on an ATV that is undersized can also be dangerous. There are weight limits to what they can carry and overloading them can cause them to tip over. Please, we must be thoughtful, a one size fits all policy just does not work. We already have laws to cover neglectful parents. If a parent lets a 10 yr. old ride a 600cc while unsupervised then we should treat them the same as if they let him play with a loaded gun. We can't ban cars because people drive drunk and we shouldn't ban ATV riding because some people are irresponsible. Thank you Ken Dye

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ATV  
ANPR**Stevenson, Todd A.**

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**From:** John.Hamilton@DJ.Nypro.com  
**Sent:** Monday, November 14, 2005 4:54 PM  
**To:** Stevenson, Todd A.  
**Subject:** ATV ANPR  
**Importance:** High

To whom it may concern,

It has been brought to my attention that the CPSC is currently reviewing "whether there may be unreasonable risks of injury and death associated with some" ATV's.

My wife and I are ATV enthusiast and receive much enjoyment out of being able to ride our ATV's. I also have a two year old daughter that when at the proper age, would like to see have the ability to enjoy this form of entertainment as much as her mother and I have.

It light of these facts, we believe that proper training, the use of safety gear, parental supervision/involvement, and allowing children to ride right-size vehicles would do much to reduce ATV-related injuries and deaths.

Thank you for your consideration of these comments in your review.

Sincerely,

**John, Amy and Elizabeth Hamilton**

44 Coleman Lane  
Hazard, KY 41701

11/15/2005

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ATV  
ANPR

**Stevenson, Todd A.**

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**From:** Weis, Rob [rob.weis@figis.com]  
**Sent:** Monday, November 14, 2005 6:22 PM  
**To:** Stevenson, Todd A.  
**Subject:** ATV ANPR

I believe that proper training, the use of safety gear, parental supervision, and allowing children to ride right-size vehicles would do much to reduce ATV-related injuries and deaths involving children under 16.

Thanks.

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Rob Weis  
F1407 Blueberry Road  
Edgar, WI 54426  
rob.weis@figis.com  
(715) 384-1386

11/15/2005

ATV Man

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**Stevenson, Todd A.**

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**From:** Sherri and Scott Gibson [gibsonracing@neo.rr.com]  
**Sent:** Monday, November 14, 2005 7:22 PM  
**To:** Stevenson, Todd A.  
**Subject:** minors on ATV's

The problem is the parents, not the ATV, educating the parents on proper riding habits and safety will greatly reduce the amount of accidents that occur.

11/15/2005

November 14, 2005

Office of the Secretary  
U.S. Consumer Product Safety Commission  
Washington, DC 20207

Regarding: ANPR for ATVs

Dear Secretary Stevenson:

I am writing regarding the U.S. Consumer Product Safety Commission's (CPSC) issuance of an Advance Notice of Proposed Rulemaking (ANPR) concerning all-terrain vehicles (ATV's). Based upon the growing and horrifying statistics on injuries and deaths it is clear that the system in place is not effectively protecting people, especially children under 16 years old. The increasing death and injury statistics demand that the CPSC take strong action and make demonstrable changes to the current manner in which ATVs are regulated for health and safety to protect the public.

While ATV regulation and usage is complex, I propose several rather straightforward steps to significantly reduce the risks of serious injury and death from ATVs. In no particular order, I respectfully offer the following recommendations:

1. To the fullest extent of the CPSC's legal jurisdiction, the sale or rental of adult-sized ATVs to anyone under 16 should be prohibited. This should be effective towards ALL ATV dealers, manufacturers, and rental agencies operating in the U.S.
2. In connection with the purchase or rental of an ATV, it should be mandatory that any prospective buyer or renter be advised IN ADVANCE of the death and injury statistics regarding ATV's, including and especially as it relates to children under the age of 16. Such disclosure should be done both orally and in writing, and it should be done in a very straightforward and conspicuous manner. Compliance will be critical to the success of this recommendation and so it should be mandatory that a formal signature always be secured from the purchaser or renter on a document containing such disclosures and that document should be maintained by the dealer or rental agency for compliance testing. Furthermore, there should be very stiff consequences and penalties imposed on any entity that fails to comply with the mandatory disclosure requirement.
3. Concerning the marketing of ATVs, a national and regionally-targeted public awareness campaign should be undertaken that promotes safe and responsible ATV operation and such campaign should advise of the prohibition of children under age 16 riding adult-sized ATV's. In addition, it should be made mandatory that all print, broadcast and internet-based sales and marketing materials for manufacturers, dealers, rental agencies and trade associations include disclosures of the extreme safety risks from ATV operation, including the most recent death and injury statistics and especially noting those involving children under the age of 16. The material should overtly and responsibly advocate safe ATV operation and moreover, all related ad copy for such should be very conspicuous, clearly written, and the font size and bolding should be comparable to all the other language included in the ad copy.
4. While CPSC is considering a broad range of options in this ANPR, we urge CPSC not to take any action that would permit children to operate any ATV that is larger than 90 cc's. Any effort to place children on a vehicle that is larger, heavier or faster than what is currently defined as an "adult-sized" ATV would most certainly be a step backward that would only serve to put our children at an even greater risk of death and injury.

The present voluntary system is failing. People are being seriously injured and killed at an average of nearly 12,000 per month. A disproportionate number of these victims are young children. Children who not only lack the strength and coordination to physically operate these machines in a safe manner but who also lack the maturity and judgment to operate these vehicles with the appropriate amount of restraint.

A large, unaware and unsuspecting public needs the federal agency with authority over ATVs -- the CPSC -- to step up and take a leadership role in protecting them. The fact that over a hundred thousand deaths and injuries occur every year demands it. The CPSC must take strong, meaningful, and demonstrable actions to stem the annual increase in ATV deaths and injuries. The CPSC must implement steps that are compulsory, not voluntary, and steps that, as appropriate, are required of ATV manufacturers, dealers, rental agencies and trade associations.

Thank you for the opportunity to comment and provide suggestions regarding this important matter.

Respectfully,

*Nicholas P. Amaras*

ATV ANPR

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Stevenson, Todd A.

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**From:** RON SCHUBERT [RedneckRons@msn.com]  
**Sent:** Tuesday, November 15, 2005 5:16 PM  
**To:** Stevenson, Todd A.; Leland, Elizabeth W.  
**Subject:** ATV ANPR

To whom it may concern,

These are my and comments to the ATV ANPR:

The Consumer Federation of America petition is some what alarming. They are showing great concern in what has grown thru use of All Terrain Vehicles or ATVs. The statistics and information they are using are quite limited in scope and full of estimations, generalizations and assumptions. This helps justify their petition. There are facts in what they are saying and that can't be denied. There are ever increasing injuries with deaths from ATVs usage.

The major industrial players have taken a position in selling ATVs for youth riders. They are policing themselves with nobody forcing them to do it. Which is highly commendable. So, how can you stop an adult from buying big bore machine for children. A lie can go a long ways-so YOU CAN'T! But what you can do is to promote training and produce real safety information and not generalizations at the time the ATV is being bought for the consumer. I have a general thought --those machines not being sold by the major industrial players are not being held to same code of ethics. So they could easily sell a 250 cc machines to a 8 year old with the money!!

The states should be able enough to self govern themselves by enacting legislation for their state. I bet many if not all states have enacted some type of law to govern ATV usage and purcahase. I am not familiar with all the states laws and don't claim to be an expert.

So, I will use some Generalizations and Assumptions like the Consumer Federation of America does.

1. Every state law have provisions on helmet wearing, ATV operator age, education, parental involvement and promoting youth education for ATV riding
2. Experience comes with age and to starts with education-like drivers education.
3. ATVs are used for farm work, ranching, and other applications besides recreational.
4. Recreational riding or structured racing are enjoyable.
5. Some people might just like riding 3 wheelers.

In General!

Allow the states to make their own ATV laws governing their own states. If you decide to make a decision, don't use information provided in the petition from Consumer Federation of America. Please understand I agree with the Consumer Federation of America's concern about safety. That is why my children only ride with me and we use safety gear!

Ronald Schubert  
1363 Fireweed Dr,  
Rio Rancho NM 87144

11/16/2005

ATV/ANPR  
59~~Stevenson, Todd A.~~

**From:** Shults, Ruth [ras1@cdc.gov]  
**Sent:** Tuesday, November 15, 2005 7:27 PM  
**To:** Stevenson, Todd A.  
**Subject:** ATV ANPR

Dear Chairman Stratton:

On behalf of the Centers for Disease Control and Prevention's Division of Unintentional Injury Prevention, I am providing a newly-published report of ATV-related injuries among young riders for consideration by the Commission as it examines the injury risk to children who ride ATVs. The paper entitled, "All-Terrain Vehicle-Related Nonfatal Injuries Among Young Riders: United States, 2001-2003", appeared in the November 2005 issue of *Pediatrics*. We reported that about 108,700 children were treated in emergency departments from 2001 through 2003 for nonfatal injuries received while riding ATVs. The number of children injured increased by 25 percent over the 3-year period. Children aged 0 to 5 years were more likely than the older children to have facial injuries, whereas older children were more likely to sustain lower trunk and leg or foot injuries. Males aged 11 to 15 years accounted for 52% of all ATV-related ED visits and hospitalizations among young riders. Fractures were the most common diagnosis, accounting for 27% of emergency department visits and 45% of hospitalizations. About 12% of the children treated for ATV injuries are hospitalized. Compared to emergency department visits for all types of injuries among children, those with ATV-related injuries are about 5 times more likely to be hospitalized.

Thank you for the opportunity to share this newly published, in depth information about the injuries occurring among young ATV riders.

Ruth Shults, PhD, MPH  
Captain, U. S. Public Health Service  
Injury Center  
Centers for Disease Control and Prevention (CDC)  
4770 Buford Highway, NE, Mailstop K-63  
Atlanta, GA 30341  
USA  
phone: 770 488-4638  
email [rshults@cdc.gov](mailto:rshults@cdc.gov)

11/16/2005



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## **All-Terrain Vehicle–Related Nonfatal Injuries Among Young Riders: United States, 2001–2003**

Ruth A. Shults, Stacey D. Wiles, Madhavi Vajani and James C. Helmkamp  
*Pediatrics* 2005;116:608-612  
DOI: 10.1542/peds.2005-0937

**This information is current as of November 7, 2005**

The online version of this article, along with updated information and services, is located on the World Wide Web at:  
<http://www.pediatrics.org/cgi/content/full/116/5/e608>

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# All-Terrain Vehicle–Related Nonfatal Injuries Among Young Riders: United States, 2001–2003

Ruth A. Shults, PhD, MPH\*; Stacey D. Wiles, MD, MPH†; Madhavi Vajani, MPH\*; and James C. Helmkamp, PhD, MS§

**ABSTRACT.** *Background.* All-terrain vehicles (ATVs) have gained in popularity in recent years, and this rise in use has been accompanied by increases in the number of ATV-related injuries. Because children often lack the physical strength, cognitive abilities, and fine motor skills to operate ATVs properly, their risk for injury is greater. Furthermore, most children ride adult-sized ATVs.

*Objectives.* To estimate the numbers and rates of ATV-related nonfatal injuries to riders aged  $\leq 15$  years who were treated in hospital emergency departments (EDs) in the United States from 2001 through 2003.

*Methods.* Estimates of ATV-related injuries were obtained from the US Consumer Product Safety Commission's National Electronic Injury Surveillance System–All Injury Program. The database is a nationally representative, stratified probability sample of 66 US hospitals with  $\geq 6$  beds and a 24-hour ED. ATV-related nonfatal injuries to riders aged  $\leq 15$  years who were treated in hospital EDs were examined by age group, gender, primary body part injured, diagnosis, and hospital admission status.

*Results.* From 2001 through 2003, an estimated 108 724 children aged  $\leq 15$  years were treated in hospital EDs for nonfatal injuries sustained while riding ATVs. The number of ATV-related injuries increased by 25% over the 3-year period. Males aged 11 to 15 years accounted for 52% of all ATV-related ED visits and hospitalizations among young riders. Children aged 0 to 5 years were more likely than the older children to have facial injuries, whereas the older children were more likely to sustain lower trunk and leg or foot injuries. Fractures were the most common diagnosis, accounting for 27% of ED visits and 45% of hospitalizations.

*Conclusions.* Current legal and regulatory standards have been ineffective in reducing injuries among young ATV riders. Renewed efforts by health care providers to counsel parents about the injury risk to children who ride ATVs and advocate for more stringent state-level minimum age requirements may help reduce the escalating rates of ATV-related injuries among young riders. *Pediatrics* 2005;116:e608–e612. URL: [www.pediatrics.org/cgi/doi/10.1542/peds.2005-0937](http://www.pediatrics.org/cgi/doi/10.1542/peds.2005-0937)

*cgi/doi/10.1542/peds.2005-0937; all-terrain vehicles, pediatric injuries, injury prevention, epidemiology, accidents.*

**ABBREVIATIONS.** ATV, all-terrain vehicle; CPSC, Consumer Product Safety Commission; ED, emergency department; NEISS, National Electronic Injury Surveillance System; CI, confidence interval.

All-terrain vehicles (ATVs) are motorized, gasoline-powered vehicles that generally weigh between 300 and 600 lb, with oversized, low-pressure tires, a seat designed to be straddled by the user, and handlebars for steering. These vehicles are designed for use by riders on off-road, nonpaved terrain. ATVs have gained in popularity in recent years, and this rise in use has been accompanied by increases in the number of deaths and injuries.<sup>1,2</sup> A recent report by the US Consumer Product Safety Commission (CPSC) noted that the number of ATV-related injuries treated in hospital emergency departments (EDs) has risen annually for the past 11 years from 49 800 in 1993 to 125 500 in 2003.<sup>3</sup> Children aged  $\leq 15$  years accounted for 31% of ATV-related ED visits in 2003. The current report describes the ATV-related nonfatal injuries to riders aged  $\leq 15$  years who were treated in hospital EDs during 2001–2003.

## METHODS

National estimates for ATV-related injuries were obtained from the CPSC's National Electronic Injury Surveillance System (NEISS)–All Injury Program. This database is a nationally representative, stratified probability sample of 66 US hospitals with  $\geq 6$  beds and a 24-hour ED. The data are abstracted from medical charts for initial ED visits related to injuries, consumer products, or both. We reviewed the narrative portion of each record to exclude cases in which the patient was not injured while riding on an ATV (eg, patient injured while unloading an ATV from a truck or while being pulled on a sled behind an ATV) and cases in which the medical record did not clearly indicate whether the child had been riding an ATV at the time of the injury ( $n = 258$ ). Data from the included cases were weighted by the inverse of the probability of selection to produce national estimates.<sup>4</sup> We calculated annualized estimates of injuries on the basis of weighted data for 1563 ATV-related injuries among young riders treated in EDs during 2001–2003 using US Census Bureau population estimates for the corresponding years.<sup>5</sup> A direct variance estimation procedure was used to calculate 95% confidence intervals (CIs) and account for the complex sample design.<sup>4</sup> The diagnosis and primary body part injured were classified according to the most severe presenting injury.<sup>6</sup> The distributions of diagnosis and primary body part injured by age presented in Table 2 and the distribution of hospitalization by age and primary body part injured presented in the results are based on the unweighted data, because some of the cell counts were  $< 20$ .

From the \*National Center for Injury Prevention and Control, Centers for Disease Control and Prevention, Atlanta, Georgia; †Loma Linda University Children's Hospital, Loma Linda University Medical Center, Loma Linda, California; and §Injury Control Research Center, West Virginia University, Morgantown, West Virginia.

Accepted for publication Jun 7, 2005.

doi:10.1542/peds.2005-0937

No conflict of interest declared.

Address correspondence to Ruth A. Shults, PhD, MPH, Centers for Disease Control and Prevention/National Center for Injury Prevention and Control, 4770 Buford Hwy NE, MS K63 Atlanta, GA 30341. E-mail: [rshults@cdc.gov](mailto:rshults@cdc.gov) PEDIATRICS (ISSN 0031 4005). Copyright © 2005 by the American Academy of Pediatrics.

## RESULTS

### Estimates and Rates

From 2001 through 2003, an estimated 108 724 children aged  $\leq 15$  years were treated in hospital EDs for nonfatal injuries sustained while riding ATVs. The number of ATV-related injuries increased from 32 280 (95% CI: 21 418 to 43 142) in 2001 to 40 403 (95% CI: 31 144 to 49 662) in 2003 overall, which reflects an increase of 12% in both 2002 and 2003. The age and gender of the children treated, the characteristics of their injuries, and the rates of hospitalization were similar for all 3 years of the study period. The annualized ATV-related injury rate was 56 per 100 000 persons (95% CI: 42 to 71) (Table 1). The injury rate was higher among males (77 per 100 000 males; 95% CI: 57 to 98) than females (34 per 100 000 females; 95% CI: 26 to 42). Injuries among riders aged 11 to 15 years accounted for 71% of ATV-related injuries among children; 74% of the injured riders aged 11 to 15 years were male. Eighty-seven percent of children with ATV-related injuries were treated and released from the ED.

### Diagnosis

Fractures and contusions or abrasions were the most common injuries, together accounting for 52% of all ED visits for ATV-related injuries among young riders (Table 1). Based on the unweighted data, fractures were more common among the older age groups, accounting for 29% of ED visits among children aged 11 to 15 years, 26% of visits among children aged 6 to 10 years, and 22% of visits among children aged 0 to 5 years. Lacerations were most common among children aged 0 to 5 years, accounting for 29% of their ED visits (Table 2). The distribution of diagnosis was similar for both genders.

### Primary Body Part Injured

The body part with the most severe injury varied by age (Table 2). Based on the unweighted data, children aged 0 to 5 years were twice as likely as children aged 6 to 10 years and nearly 5 times as likely as those aged 11 to 15 years to injure their face or mouth. Lower trunk and lower extremity injuries were more common in the 2 older age groups. The distribution of body part injured was similar for both genders.

### Disposition

Twelve percent of children with ATV-related injuries who were treated in EDs were admitted to a hospital. Males aged 11 to 15 years accounted for 52% of all hospital admissions for ATV-related injuries among children. Compared with ED visits for all injuries among children aged 0 to 15, those with ATV-related injuries were  $\sim 5$  times as likely to be hospitalized (12.3% vs 2.4%;  $P < .001$ ). Seventeen percent of children aged 0 to 5 years were hospitalized, compared with 14% of children aged 6 to 10 years and 11% of children aged 11 to 15 years. Children diagnosed with a fracture accounted for the largest proportion of hospitalizations (45%), followed by children with internal injuries (24%). Inju-

ries to the head, face, or neck accounted for 38% of hospitalizations, and injuries to the leg or foot accounted for 27% of hospitalizations. Based on the unweighted data, hospitalization for injuries to the head, face, or neck was more common among children in the younger age groups (0–5 and 6–10 years), accounting for approximately half of the hospitalizations in each age group, compared with 38% of hospitalizations for children aged 11 to 15 years.

## DISCUSSION

From 2001 through 2003 in the United States, the estimated number of children aged 0 to 15 years who sought care at hospital EDs for nonfatal injuries sustained while riding ATVs increased by 25% from 32 280 to 40 403. Males aged 11 to 15 years accounted for more than half of all ATV-related injuries among children. Fractures were the most common diagnosis, accounting for 27% of ED visits. Children aged 0 to 5 years were more likely than those aged 6 to 15 years to have facial injuries, whereas the older children were more likely to sustain lower trunk and leg or foot injuries.

Each year,  $\sim 4450$  (12%) of the children treated in hospital EDs for ATV-related injuries were hospitalized. Compared with ED visits for all types of injuries among children in this age group, those with ATV-related injuries were  $\sim 5$  times as likely to be hospitalized. Males aged 11 to 15 years accounted for 52% of the hospitalizations for ATV-related injuries among children. Fractures were the most common diagnosis, accounting for 45% of hospitalizations.

The estimates presented in this report include only children who were injured while riding an ATV. In each of the 3 study years,  $\sim 2500$  children were injured by an ATV that they were not riding or that the medical record did not clearly indicate that they were riding. Common scenarios for injuries to non-riders included being struck by an ATV ridden by someone else, being injured while loading or unloading an ATV, or being injured by a stationary ATV (eg, injuring the foot while trying to kick-start an ATV). The occupant status of the injured child was missing for a substantial number of cases in which a child was run over by an ATV. These cases were excluded from this report. It is likely, however, that some of these children had been riding the ATV before it ran over them.

The estimates presented here differ somewhat from the estimates provided by the CPSC in its 2003 annual report of ATV-related deaths and injuries.<sup>3</sup> For example, for 2003, the CPSC estimated that 38 600 children aged  $\leq 15$  years were treated in hospital EDs for ATV-related injuries, compared with our estimate of 40 403 injured ATV riders of the same age. This difference in estimates is possible for several reasons. The CPSC estimates include all ATV-related injuries regardless of whether the child was operating the ATV.<sup>3</sup> The CPSC estimates are derived from reports of a probability sample of 100 NEISS hospitals, whereas the estimates presented in this report are derived from a subsample of 66 hospitals that participate in the NEISS-All Injury Program.<sup>4</sup> In addition, the CPSC adjusts its estimates downward

TABLE 1. Estimated Average Annual Number, Percentage, and Annualized Rate per 100 000 Population of ATV-Related Injuries Among Riders Aged 0–15 Years Presenting to Hospital EDs According to Age, Gender, and Selected Injury Characteristics: United States, 2001–2003

Characteristic	Male				Female				Total			
	No.	%*	Rate	95% CI	No.	%*	Rate	95% CI	No.	%*	Rate	95% CI
Age, y												
0–15	25 643	100	77.4	56.6 to 98.3	10 598	100	33.5	25.5 to 41.7	36 241	100	56.0	41.9 to 70.1
0–5	1494	5.8	12.5	7.9 to 17.0	822	7.8	7.2	4.3 to 10.1	2316	6.4	9.9	6.9 to 12.9
6–10	5203	20.3	50.1	34.4 to 65.7	3091	29.2	31.2	20.5 to 41.9	8294	22.9	40.9	28.8 to 53.0
11–15	18 946	73.9	176.4	129.7 to 223.1	6685	63.1	65.4	48.8 to 82.0	25 631	70.7	122.3	92.1 to 152.4
Diagnosis												
Fracture	7087	27.6	21.4	15.3 to 27.5	2847	26.9	9.0	6.5 to 11.6	9933	27.4	15.4	11.2 to 19.5
Contusion/abrasion	6371	24.8	19.2	12.9 to 25.6	2692	25.4	8.5	6.0 to 11.1	9063	25.0	14.0	10.1 to 17.9
Laceration	4300	16.8	13.0	9.7 to 16.3	1431	13.5	4.5	2.8 to 6.3	5732	15.8	8.9	6.7 to 11.0
Strain/sprain	2739	10.7	8.3	5.1 to 11.5	1680	15.8	5.3	3.6 to 7.0	4419	12.2	6.8	4.9 to 8.8
Internal injury	2017†	7.9	—	—	876†	8.3	—	—	2893†	8.0	—	—
Concussion	842	3.3	2.5	1.4 to 3.7	292†	2.8	—	—	1134	3.1	1.8	1.0 to 2.5
Burn (thermal)	320†	1.2	—	—	252†	2.4	—	—	572†	1.6	—	—
Other	1966	7.7	5.9	3.7 to 8.2	528†	5.0	—	—	2494	6.9	3.9	2.4 to 5.3
Primary body part injured												
Arm/hand	6924	27.0	20.9	15.4 to 26.5	2982	28.1	9.4	7.0 to 11.9	9906	27.3	15.3	13.8 to 16.8
Head/face/neck	6633	25.9	20.0	13.0 to 27.1	3093	29.2	9.8	6.3 to 13.3	9726	26.8	15.0	11.3 to 18.7
Leg/foot	7138	27.8	21.6	14.9 to 28.2	2510	23.7	7.9	5.3 to 10.6	9647	26.6	14.9	13.9 to 15.9
Upper trunk	2958	11.5	8.9	6.1 to 11.7	954	9.0	3.0	2.0 to 4.1	3912	10.8	6.0	4.0 to 8.0
Lower trunk	1362	5.3	4.1	2.5 to 5.7	542	5.1	1.7	0.8 to 2.6	1904	5.3	2.9	1.0 to 7.0
Other	444†	1.7	—	—	438†	4.1	—	—	881†	2.4	—	—
Unknown	183†	0.7	—	—	80†	0.8	—	—	265†	0.7	—	—
Disposition												
Treated/released	22 027	85.9	66.5	48.8 to 84.2	9381	88.5	29.7	24.7 to 34.7	31 408	86.7	48.5	36.5 to 60.6
Hospitalized	3377	13.2	10.2	6.5 to 13.9	1072	10.1	3.4	1.9 to 4.9	4449	12.3	6.9	4.5 to 9.3
Other	211†	0.8	—	—	144†	1.4	—	—	356†	1.0	—	—
Unknown	28†	0.1	—	—	—	—	—	—	28†	0.1	—	—

\* Some percentages do not total 100% because of rounding.

† Estimates are unstable because the coefficient of variation is >30% or the unweighted number of sample cases is <20. Rates and CIs were not calculated on unstable estimates.

**TABLE 2.** Unweighted Percentage\* of ATV-Related Injuries Among Riders Aged 0–15 Years Presenting to Hospital EDs According to Age and Selected Characteristics: United States, 2001–2003

	0–5 y (n = 119), %	6–10 y (n = 380), %	11–15 y (n = 1064), %	Total (n = 1563), %
Primary body part injured				
Head	19.3	16.8	16.8	17.0
Face/mouth	31.1	15.5	6.7	10.7
Neck	1.7	1.6	3.1	2.6
Arm/hand	17.7	23.4	25.5	24.4
Upper trunk	7.6	9.2	11.4	10.6
Lower trunk	1.7	8.7	4.8	5.5
Leg/foot	18.5	23.2	28.4	26.4
Other	0.0	1.1	2.9	2.2
Unknown	2.5	0.5	0.5	0.6
Diagnosis				
Fracture	21.9	26.3	29.4	28.1
Contusion/abrasion	18.5	23.4	23.1	22.9
Laceration	28.6	20.0	12.7	15.7
Strain/sprain	2.5	6.1	13.2	10.6
Internal injury	14.3	12.4	10.7	11.4
Concussion	1.7	3.4	3.4	3.3
Burn (thermal)	4.2	1.6	1.1	1.5
Other	8.4	6.8	6.4	6.5

\* Based on 1563 cases. Some percentages do not total 100% due to rounding.

by ~8% to account for cases that are coded incorrectly as being ATV related,<sup>3</sup> whereas we reviewed each record and made exclusions on a case-by-case basis.

There are several limitations to the findings in this report. The NEISS provides national estimates and does not allow for estimates by region, state, or local jurisdiction. Furthermore, some geographic regions with relatively high ATV injury rates may not be adequately represented in the NEISS. For example, Alaska and West Virginia, states with high ATV-related pediatric mortality rates, are not represented.<sup>7,8</sup> The NEISS includes information about only the most severe injury based on the physician's assessment. Information about the rider's position on the ATV (eg, driver, passenger) was not available for 71% of riders, and there was no information on the size of the ATV or the rider's frequency of ATV use, level of experience, or helmet use. Finally, because the NEISS does not include children treated in physician offices or clinics, the actual annual number of ATV-related injuries among young riders is likely to be higher than the estimates presented here.

The most recent national survey of ATV riders estimated that in 2001, 7.2 million children aged ≤15 years had ridden an ATV at least once in the previous year. Eighty-five percent of the children who had driven ATVs drove ones with engines >90 mL (ie, adult-sized ATVs).<sup>2</sup> Furthermore, 87% of the children who were injured while driving ATVs were driving adult-sized ATVs. This pattern of children operating adult-sized ATVs persists despite recommendations by the CPSC and some ATV distributors that children aged ≤15 years not ride adult-sized ATVs.<sup>9</sup>

Because children often lack the physical strength, cognitive abilities, and fine motor skills to operate ATVs properly, their risk for injury is greater.<sup>10</sup> A national case-control study estimated that ATV drivers aged ≤15 years were nearly 4 times as likely as older drivers to be injured.<sup>11</sup> Because of the increased

risk of injury to children, coupled with the propensity for children to ride adult-sized ATVs, some medical and consumer advocacy organizations, including the American Academy of Pediatrics, the American Academy of Orthopaedic Surgeons, and the Consumer Federation of America, recommend prohibiting all use of ATVs by children ≤15 years old.<sup>12–15</sup> In August 2002, the Consumer Federation of America filed a petition with the CPSC requesting that the commission ban the sale of adult-sized ATVs for use by children ≤16 years old.<sup>16</sup> In February 2005, the CPSC staff recommended that the commission deny the petition, citing that the impact of such a ban would be limited because major ATV distributors already require dealers not to sell adult-sized ATVs for use by children. Moreover, the ban would not apply to sales of used ATVs, which account for 37% of all ATV sales.<sup>17</sup> The commission heard testimony regarding the petition on March 22, 2005. In June 2005, CPSC Chairman Hal Stratton directed the staff to review all existing ATV safety standards, particularly as they relate to young riders (H. Stratton, CPSC, memorandum to review ATV standards, personal communication, June 8, 2005).

Most states have some laws or regulations governing the use of ATVs. According to the Specialty Vehicle Institute of America, 28 states have minimum age requirements.<sup>18</sup> These regulations apply to young riders aged 10 to 18 years and include a wide variety of qualifiers such as where ATVs can be operated and exceptions for age requirements if the child is supervised by an adult or has a safety certificate. The effectiveness of state-imposed requirements for operating ATVs in reducing serious injuries and deaths among young riders is unclear. Upperman and colleagues<sup>7</sup> examined the issue and found no difference in ATV-related mortality rates among children between states with and without minimum age requirements and safety certification. Keenan and Bratton<sup>19</sup> compared the characteristics of seriously injured ATV riders aged ≤15 years from a

state with ATV regulations versus one without and found that children from the state without regulations were younger and less likely to have been wearing a helmet. Finally, Helmkamp<sup>8</sup> found that the presence of some level of ATV regulation and helmet-use requirement is associated with lower ATV-related mortality rates in the overall population.

Despite placement of decals with safety warnings on all new ATVs and recommendations for restricted use by children from the CPSC and medical associations, parents continue to obtain ATVs for their children's use. Most children ride adult-sized ATVs, and there is currently no federal mandate restricting the sale of adult-sized ATVs for use by children. Renewed efforts by health care providers to counsel parents about the injury risk to children who use ATVs and advocate for more stringent state-level minimum age requirements may help reduce the escalating numbers of ATV-related injuries occurring among young riders.<sup>7,10,19-21</sup>

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